

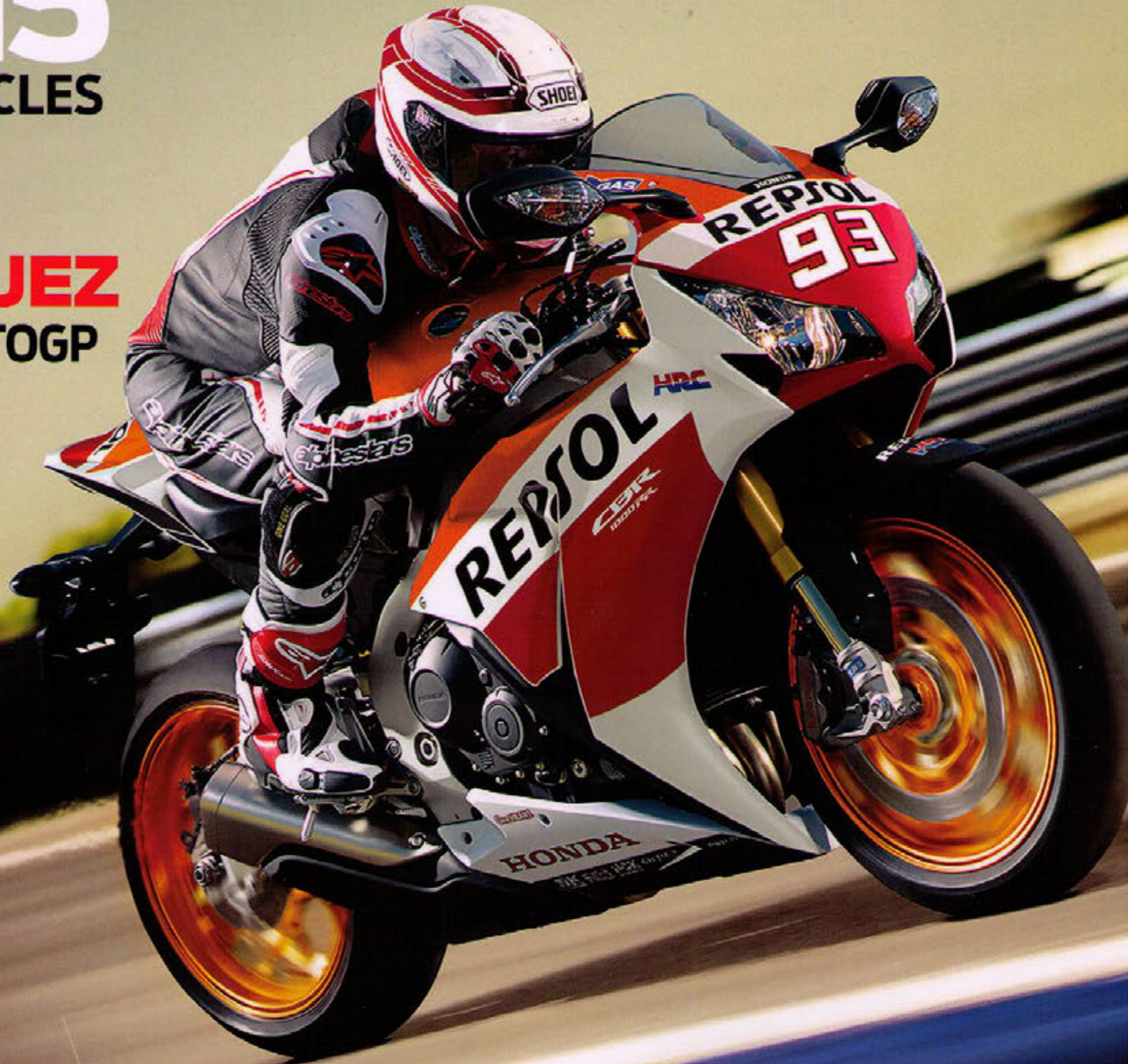
RIDE GUIDE



2015
MOTORCYCLES

MARC MÀRQUEZ
2-TIME MOTO GP
WORLD
CHAMPION

GET **RED-Y**
TO RIDE



CELEBRATING
40
Years of
LUXURY TOURING



GOLD WING



CRF450R

OVER **30**
MOTORCYCLES
TO CHOOSE FROM



CBR 300R



Introducing the new 2015 CBR300R & CB300F
Born from a lineage of world-class racing domination.

Always wear a helmet, eye protection and protective clothing, and please respect the environment when riding. Obey the law and read your owner's manual thoroughly. Honda recommends taking a motorcycle safety training course. Honda acknowledges you to operate your vehicle at all times in a safe and responsible manner and in accordance with the law.

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ENTER THE WORLD OF CBR



CBR300R Special Edition



CB300F Urban Streetfighter



honda.ca



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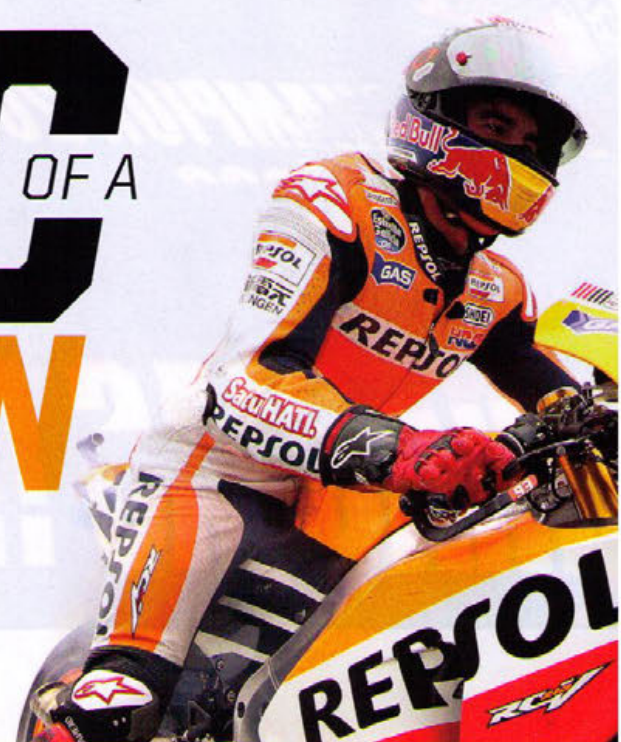


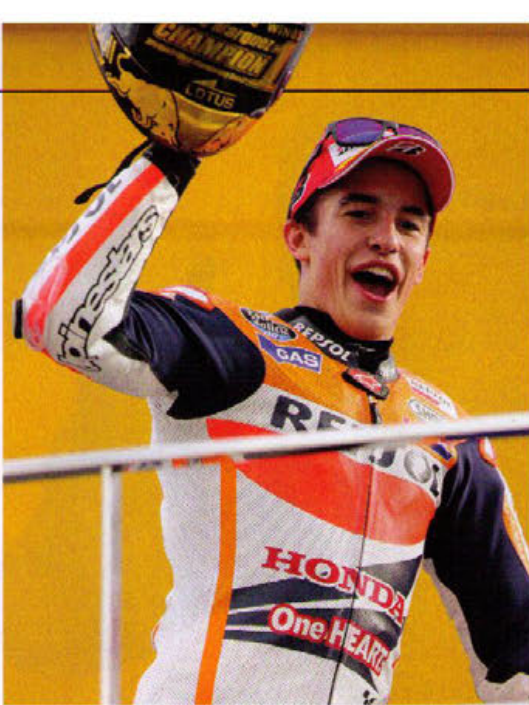


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THE
MARC OF A
CHAMPION

MARC MÁRQUEZ AND HIS HONDA RC213V
WERE THE CLASS OF MOTOGP AGAIN IN 2014





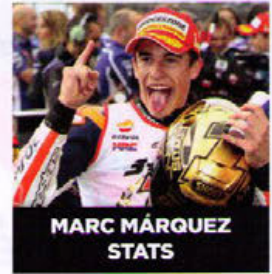
HONDA'S ENGINEERING PROWESS and innovative thinking not only leads to better street and dirt bikes, it also helps us build motorcycles capable of dominating at the highest level of competition. And we've proven this year after year after year on the world stage.

In 2013, Honda rider Marc Márquez became the youngest-ever MotoGP champion, beating the record of Honda's 1983 champion, Freddie Spencer. What did Márquez do for an encore in 2014? Merely win the first 10 races in a row while romping to a second MotoGP title, in the process becoming the youngest-ever winner of consecutive championships, beating the record of former Honda rider Mike Hailwood that had stood since 1963.

Thanks in part to the Spanish rider's prodigious talents, Honda also won the MotoGP Constructor's Championship - for the fourth year in a row.

These proud accomplishments add to Honda's already dominant record of racing success. Honda has now won a total of 21 Constructor's Championships in the top class of world championship racing, plus 42 titles in other classes. That's a total of 63 Championships - more than any other company in the history of the sport. And by a lot.

With each win, with each championship, the Honda legend grows. 🏆



**MARC MÁRQUEZ
STATS**

BORN
Feb-17-1993 (age 21),
Cervera, Lleida, Spain

WEIGHT
59 kg

HEIGHT
168 cm

BIKE NUMBER
93

BIKE
RC213V 2014

**WORLD CHAMPIONSHIP
WINS**
4

TOTAL MOTOGP WINS
19

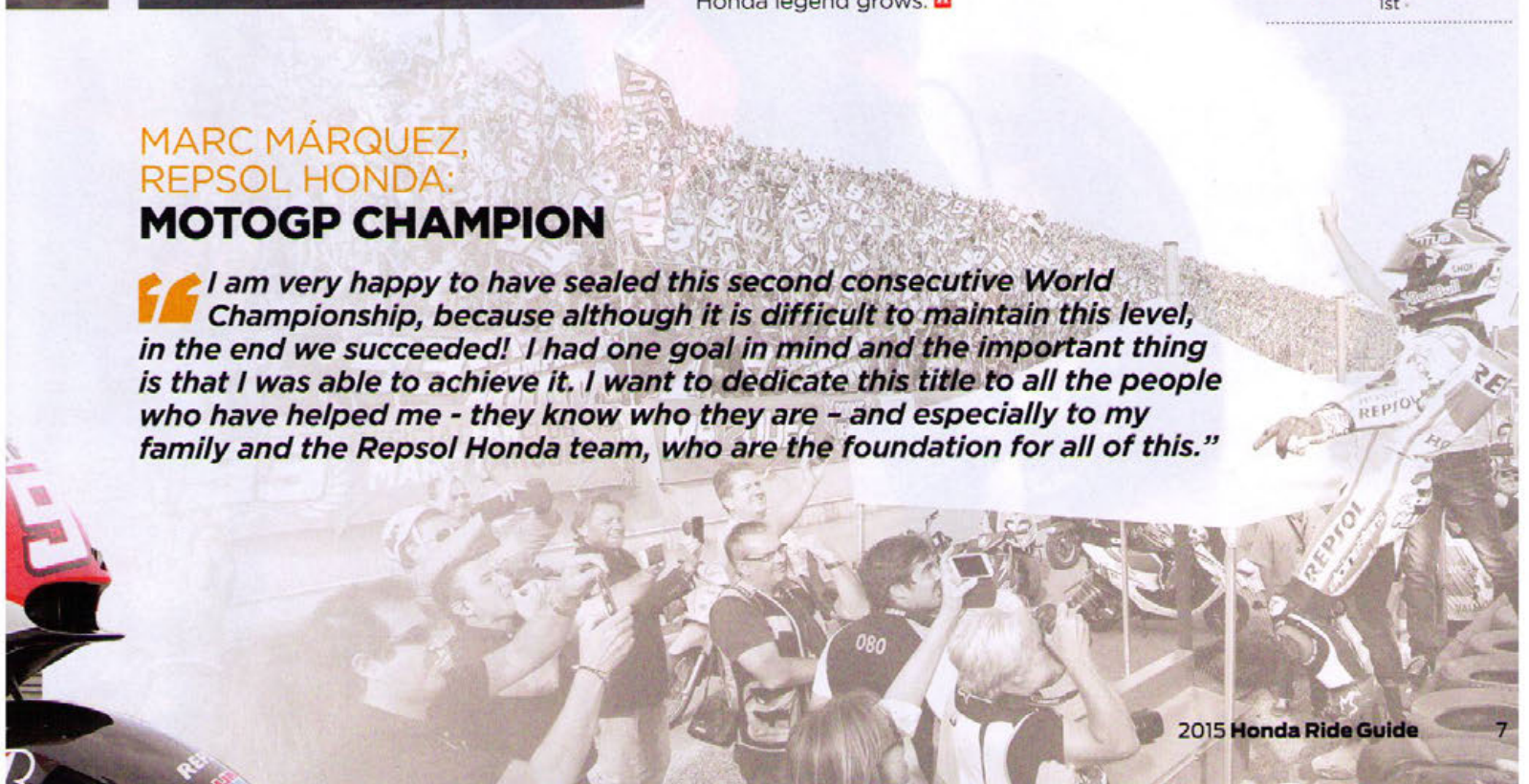
**TOTAL MOTOGP
PODIUMS**
30

TOTAL MOTOGP POLES
22

CURRENT PLACEMENT
1st

**MARC MÁRQUEZ,
REPSOL HONDA:
MOTOGP CHAMPION**

"I am very happy to have sealed this second consecutive World Championship, because although it is difficult to maintain this level, in the end we succeeded! I had one goal in mind and the important thing is that I was able to achieve it. I want to dedicate this title to all the people who have helped me - they know who they are - and especially to my family and the Repsol Honda team, who are the foundation for all of this."**"**



A WINNING COMBINATION

JODI CHRISTIE AND HIS CBR1000RR SUPERBIKE ARE TOPS IN CANADA





CANADIAN SUPERBIKE CHAMPION, and multiple other championships. It really has been quite a year for Honda racers all around the world.

While Marc Márquez was tearing it up on the MotoGP circuit, here at home, Honda rider Jodi Christie and his *Accelerated Technologies* team were fighting hard for their first title in the top class of the Canadian Superbike Championship. It all came down to the final doubleheader event at Canadian Tire Motorsport Park.

In the first race, Christie benefited from the predictable handling and smooth power delivery of his Honda CBR1000RR superbike to ride to a secure second place in tricky conditions on a wet track. Lining up for the second race the

following day on a dry track, he had a clear vision of how he wanted to close out the championship – in style. After a great launch, he immediately put his head down and stretched a huge gap over the first two laps. Even after backing off slightly, he continued to extend his lead and crossed the finish line with a huge 15-second margin of victory.

Christie celebrated his first Canadian Superbike championship with a crowd-pleasing display of wheelies and burnouts on the cool-off lap. It was a huge moment for a likeable young racer, an emphatic statement about the high-performance credentials of his CBR1000RR, and another highlight in a fabulous year for Honda racing. 🇺🇸



**JODI CHRISTIE
STATS**

HOMETOWN
Keene, ON

BIRTHDATE
March 28, 1992

PODIUM FINISHES
18

PODIUM WINS
11

POLE POSITIONS
10

TOP SPEED
271.5 km/h (Canadian Tire Motorsports Park)

AVERAGE SPEED
171.22 km/h (Canadian Tire Motorsports Park)

SETS OF TIRES PER WEEKEND
8 to 10 sets

MAX LEAN ANGLE
63 degrees

MODELS RACED
CBR1000RR, CBR600RR

CBR

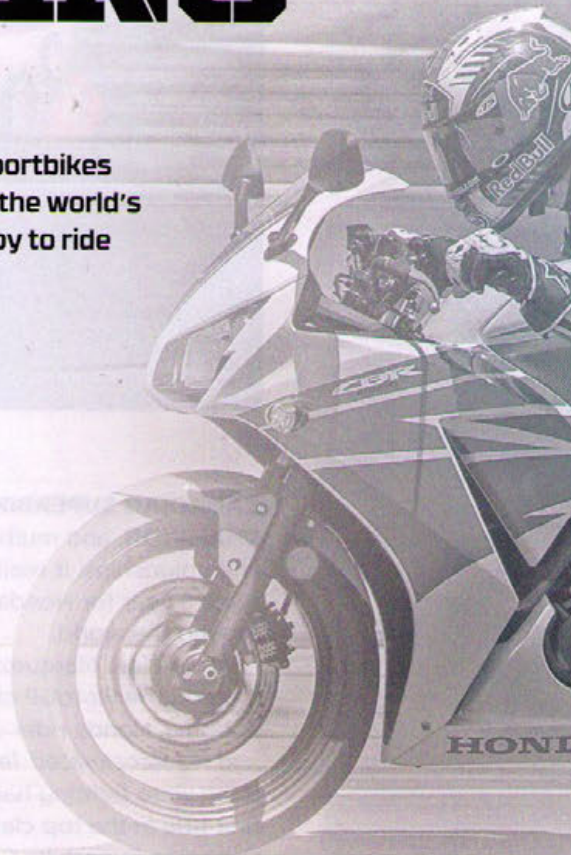
A DOMINATING HERITAGE

Born of the same DNA as our champion HRC racers, Honda's CBR sportbikes boast a proud history of combining breakthrough technology from the world's race tracks with the functionality and durability that make them a joy to ride on the streets and highways of your everyday world.



Honda riders currently hold the fastest laps in eight of the TT's ten classes. That's dominance.

CASE IN POINT: Honda's success at the gruelling Isle of Man TT. Riding a modified CBR1000RR, John McGuinness owns the outright lap record on the 37-mile road course – as well as 21 victories – and Honda riders currently hold the fastest laps in eight of the TT's ten classes. That's dominance. In MotoGP, Marc Márquez became the youngest champion in history when he won the title in 2013 on his Honda RC213V, and he repeated in dominant fashion in 2014 as well. And to put an exclamation point on this remarkable run, Honda captured MotoGP's Triple Crown for top manufacturer, top team and top rider. Two years in a row. Want to experience what a sportbike with such a winning pedigree feels like? Just look for the Honda wing on the tank. 



1959

Honda first enters international motorcycle road racing at the Isle of Man TT

1961

Honda dominates both the 125 cc and 250 cc classes at the TT, sweeping the top five in each event

1966

Honda wins the Constructors' Championship in all five Grand Prix classes – an international first

1969

Honda stuns the motorcycling world with the release of the groundbreaking 4-cylinder CB750

1985

Honda's Freddie Spencer wins both the 250 cc and 500 cc Grand Prix world championships

1987

First CBRs are released: the CBR600F and CBR1000F Hurricanes

1992

Release of the first-generation CBR900RR Fireblade shocks the open-sportbike class

2007

CBR125R becomes the first entry-level bike in Canada with fuel-injection



CBR1000RR SP



CBR1000RR



CBR600RR



Isle of Man TT Champion
John McGuinness

Youngest MotoGP® Champion
in history: Marc Márquez

2009

CBR1000RR and CBR600RR become the world's first sportbikes with Electronically Controlled Combined ABS

2011

CBR250R becomes the first entry-level bike in Canada with ABS

2012

CBR250R becomes the best-selling sportbike in Canada; CBR1000RR celebrates 20 years of superiority in the litre-bike class

2013

CBR500R is released; Honda's Marc Márquez makes history as the youngest-ever MotoGP® champion; Honda clinches the MotoGP® Triple Crown

2014

CBR300R is released; Márquez repeats as MotoGP® champion; Honda repeats as MotoGP® Triple Crown winner



CBR650F



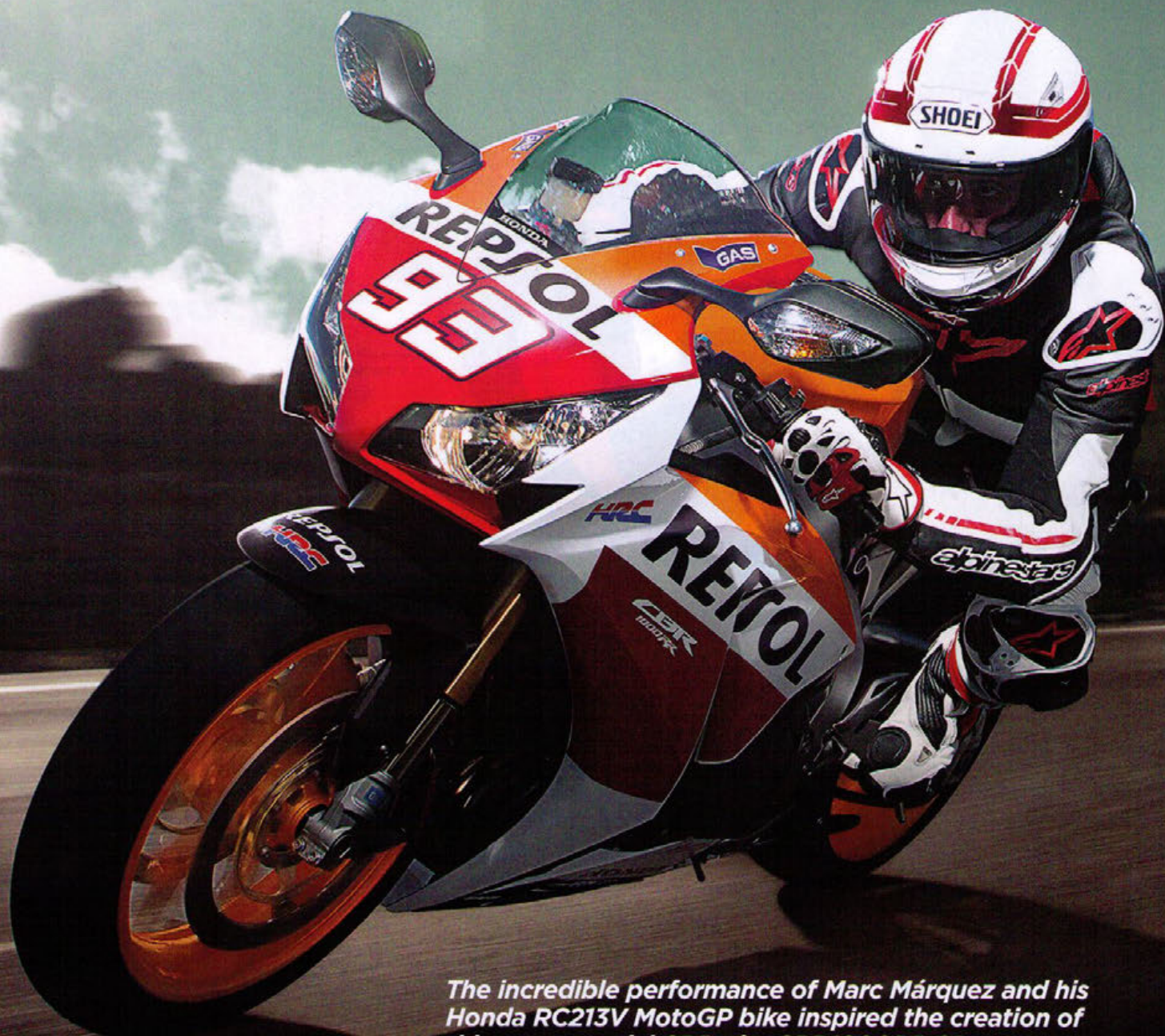
CBR500R



CBR300R

CBR1000RR SP

A TRIBUTE TO RACE DOMINANCE



The incredible performance of Marc Márquez and his Honda RC213V MotoGP bike inspired the creation of this extra-special CBR: the CBR1000RR SP

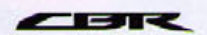


COLOURS

● CBR1000RR: VICTORY RED

● CBR1000RR SP: REPSOL

QUICK SPECS



ENGINE TYPE

Liquid-cooled inline four cylinder

DISPLACEMENT

999.8 cc

TRANSMISSION

Close-ratio Six-speed

BRAKES

FRONT: dual 320 mm discs with radial-mounted four-piston calipers

REAR: 220 mm disc with single-piston caliper. Electronically Controlled Combined ABS

SP MODEL:

Brembo four-piston mono block calipers

CURB WEIGHT

210 kg (463 lbs.)
SP model: 199 kg (439 lbs.)

FUEL CAPACITY

17.5 litres


SEAT HEIGHT

820 mm (32.3 in.)

BACK-TO-BACK MOTOGP CHAMPIONSHIPS. IN DOMINATING FASHION. WORTH A CELEBRATION? ABSOLUTELY.

The incredible performance of Marc Márquez and his Honda RC213V MotoGP bike inspired the creation of this extra-special CBR: the CBR1000RR SP. Decorated just like the Repsol bikes ridden by Márquez and his teammate Dani Pedrosa, the SP is way more than just a stunning showpiece. Check out the fully adjustable Öhlins fork and Öhlins rear shock that replace the standard CBR1000RR's Showa units, the Brembo monoblock front brake calipers with special pistons and pads, and the unique subframe with solo seat that helps shave a whopping 11 kg (24 lb) from the already lightweight standard RR.

More proof of this bike's true race-replica credentials? The engine in each SP is assembled using "blueprinting" methods, including hand-selected pistons and connecting rods that are carefully weight-matched to achieve optimum balance - a benefit especially at high rpm.

Every CBR1000RR SP comes with a commemorative championship badge on the fuel tank and number kits for both Márquez #93 and Pedrosa #26 - or you can leave the number plates blank. Either way, you'll own a proud piece of Honda racing history. 



CBR600RR

A WINNING FORMULA

COLOURS



GRAPHITE BLACK



TRICOLOR (ABS MODEL)

QUICK SPECS



ENGINE TYPE

Liquid-cooled inline
four cylinder

DISPLACEMENT

599 cc

TRANSMISSION

Close-ratio Six-speed

BRAKES

FRONT: dual 310 mm discs
with radial-mounted four-
piston calipers

REAR: 220 mm disc with
single-piston caliper. ABS
model with Electronically
Controlled Combined ABS.

CURB WEIGHT

186 kg (410 lbs.)

ABS model: 196 kg (432 lbs.)

FUEL CAPACITY

18 litres

SEAT HEIGHT

820 mm (32.3 in.)


A MODERN SPORTBIKE CAN BE AN UNCOMPROMISING MACHINE. Tuned for maximum performance, things like comfort, ease of use and everyday practicality often go out the window. Not so with the Honda CBR600RR. Sure, the CBR600RR's spec sheet reads like a racer's wishlist. But perhaps even more impressive than its long list of race and championship victories is its reputation as a completely functional everyday streetbike with excellent durability. This combination of reliability and performance continues to be tested and proven at the highest levels of the sport – the CBR600RR engine was selected to be the spec engine in the Moto2 World Championship. And it continues to be proven year after year on streets, back-roads and highways right across Canada. A winner on the track, and one of the best sportbikes ever. Climb aboard a Honda CBR600RR, and discover what champions are made of. ■

CBR600RR engine was selected to be the spec engine in the Moto2 World Championship



CBR500R

STEP UP TO TRUE CBR EXCITEMENT

LOOKING FOR A BIKE THAT'S A LOGICAL NEXT STEP UP the sportbike ladder? A bike with the same ease-of-operation as the CBR300R, and the racy character of the CBR600RR? Look no further than the Honda CBR500R. Equipped with bodywork inspired by Honda's championship-winning race machines, the CBR500R will set your pulse racing the moment you crouch behind its sleek full fairing. Its fuel-injected parallel-twin engine provides a wide powerband and strong low-end torque that's perfect for everyday riding. Pair this with its sporty chassis geometry, lightweight cast aluminum wheels and available ABS, and you have a bike that's also right at home on a twisty mountain road, or scratching around on a race track. With the CBR500R, you can spend the weekend dicing with your buddies at a track day, and your weekdays nimbly negotiating the urban jungle. The CBR500R's confidence-inspiring ride and affordable price make it a great choice for novice riders, but make no mistake - there's nothing budget or boring about this bike. When you're ready to experience the excitement of a true Honda sportbike, the CBR500R is more than ready to take you on a ride to remember. 

COLOURS  MILLENNIUM RED
 SEAL SILVER METALLIC

QUICK SPECS

**CBR
500R**

ENGINE TYPE
Liquid-cooled, parallel twin

DISPLACEMENT
471 cc

TRANSMISSION
Six-speed

BRAKES
FRONT: 320 mm
single wavy hydraulic disc
with 2-piston caliper
REAR: 240 mm single
wavy hydraulic
disc with single-piston
caliper with available ABS

CURB WEIGHT
192 kg (423 lbs.)
ABS MODEL: 194 kg (428 lbs.)

FUEL CAPACITY
15.7 litres

SEAT HEIGHT
785 mm (30.9 in.)



CB300F

URBAN STREETFIGHTER

COLOURS  PEARL WHITE

QUICK SPECS

CB300F

ENGINE TYPE

Liquid-cooled,
single cylinder

DISPLACEMENT

286 cc

TRANSMISSION

Six-speed

BRAKES

FRONT: 296 mm disc
with 2-piston caliper

REAR: 220 mm disc
with single-piston
caliper with
2-channel ABS

CURB WEIGHT

161 kg (355 lbs.)

FUEL CAPACITY

13 litres

SEAT HEIGHT

785 mm (30.9 in.)



INTRODUCING THE LIGHT, nimble and fun-to-ride Honda CB300F. Its aggressive styling oozes attitude, and its gridlock-busting manoeuvrability, responsive suspension and confidence-inspiring ABS brakes turn any ho-hum commute into the highlight of your day. Ride big and small, novice and experienced, will appreciate the comfort and control provided by the CB300F's low seat height and wide, flat handlebar. And wait till you click the shift lever into first gear and head out for a ride - the advanced 286 cc single-cylinder engine with fuel-injection produces a special sound and feel that's pure motorcycling magic. Oh, and it's simple to maintain and sips fuel, too. Whether you're looking for an energetic daily commuter or a bike that's fully equipped for long-weekend getaways - or both - you'll want to take long look at the Honda CB300F. **■**



COLOURS

GUNPOWDER MATTE BLACK METALLIC
(SPECIAL EDITION COLOUR)

MILLENNIUM RED

TRICOLOR

QUICK SPECS

ENGINE TYPE

Liquid-cooled, single cylinder

DISPLACEMENT

286 cc

TRANSMISSION

Six-speed

BRAKES

FRONT: 296 mm disc with
2-piston caliperREAR: 220 mm disc with
single-piston caliper
with available 2-channel ABS

CURB WEIGHT

162 kg (357 lbs.)

ABS MODEL: 165 kg (364 lbs.)

FUEL CAPACITY

13 litres

SEAT HEIGHT

785 mm (30.9 in.)

CBR300R

ENTER THE WORLD OF CBR



THE HONDA CBR300R MAKES IT EASY to experience the thrill of riding a true Honda CBR sportbike. You can't miss the family resemblance to the larger CBRs, of course, and beneath the CBR300R's racy bodywork beats an engine with a sound and a feel that's sure to get your own pulse racing. The DOHC four-valve single-cylinder engine produces the kind of torque and midrange power that assures instant gratification when you twist the throttle. It's the sort of powerband that an expert rider will have a blast playing with, yet is easy to control for a novice rider just getting up to speed. Light overall weight, aggressive chassis geometry, sporty but comfortable ergonomics, available ABS brakes, an affordable price tag... the Honda CBR300R is a worthy new addition to the CBR family of fun to ride, high-performance sportbikes.



GET RED-Y

LEARN THE ROPES AND START TO RIDE

JUST LIKE EVERY new experience in life, starting off new on a bike can be intimidating. But just ask anyone who rides one and they'll tell you - once you get on one, you'll never want to get off. So Honda has helped create an informative, step-by-step resource that highlights the process of getting started, all while showing how fun, exciting and attainable riding can be. It's time to Get RED-Y to Ride!

GET **RED-Y** TO RIDE

Get RED-Y to Ride complements Honda's commitment to every stage and style of riding. Although Honda offers a selection of entry-level bikes in various riding categories, the timing couldn't be better in the wake of the launch of the new 2015 CBR300R sport bike and CB300F naked bike; both designed to appeal to entry-level street riders by boasting manageable power in a stylish and fun-to-ride package.



1

STEP 1: INTRODUCTION

There are many exciting benefits that come with owning a motorcycle. From helping reduce the cost of fuel, to lowering maintenance expenses, riding a motorcycle can be a smart choice. And it can boost your rep too; riders experience that extra bit of confidence that comes from a life on two wheels. Talk to a rider and immediately you'll get it: If you need to clear your head, lift your spirits or get a shot of adrenaline, hop on a motorcycle. Talk to a Honda motorcycle owner and you'll realize it's much more than the style or colour of a bike; Honda has earned a profound reputation for quality, performance, comfort, and overall riding experience - proven by numerous championships at the highest levels of professional racing.

2

STEP 2: GET LICENSED

Finding a rider training course is easy and there are many options to suit your budget, schedule and learning style. Many schools offer courses at multiple locations, making it easy to find a location that is convenient, with qualified instructors to get you on the road with confidence. Visit Honda.ca/iwannaride for a wide variety of Honda approved motorcycle schools to choose from.





3

STEP 3: GET EDUCATED

Before you ride, you need to know what features are important when selecting a motorcycle that is right for you. Confidence is critical for a new rider, so details like seat-height, engine size and weight are important when learning balance, steering, accelerating and braking. The more you learn, the more you'll notice that riding a Honda is much more than just having a mode of transportation; it's being a part of a community. So visit your local Honda motorcycle dealer and learn from the experts.



4

STEP 4: CHOOSE YOUR BIKE AND GEAR

The next step in getting on the road is selecting the perfect-fit bike and riding gear. Honda offers over 30 street motorcycles to choose from in six categories; including touring, cruiser, sport, naked, adventure and scooters. Visit Honda.ca or your local Honda motorcycle dealer to narrow your search and find the right motorcycle for your individual style and the kind of riding you want to do. Once you've selected the perfect-fit bike, a Honda expert can fit you with the best gear suited for comfort, safety and style - that will also complement your new ride.



5

STEP 5: GET OUT AND PLAY !

Congratulations! It's time to meet your new riding community. Honda makes it easy to find other riders, with programs and events like Come Ride With Us and Rock the Red (Honda.ca/iwannaride). Join thousands of loyal Honda fans on our Facebook, Instagram and Twitter social communities, or simply get out on the road and notice the "wave" as other riders pass by. One thing is certain: Riders love meeting new riders, so get out there and get to know an entirely new group of people with a common appreciation for the open road.



CBR650F

WHERE CHAMPIONS BEGIN

COLOURS



CANDY TAHITIAN BLUE

SWORD SILVER METALLIC

IT'S NO MISTAKE that the CBR650F was chosen as the basis for an international one-make racing series aimed at producing the next generation of world champions. But even casual track day riders will sparkle aboard the CBR650F.

Weighing just 15 kg more than the CBR600RR ABS with a sport tuned steel frame the CBR650F seems to say "bring it on" no matter how hard you push it. And because faster lap times often result from confident corner entry the CBR650F is fitted with powerful, oversized triple disc brakes with ABS that can haul you down from speed in a hurry while sticky tires on fat 17 inch rims will have you carving apexes like a star.

The equally impressive engine with its larger capacity and longer stroke is a little less intense but still delivers tremendous performance in a slightly easier to ride package. And the siren song of that high-revving, double overhead cam, inline-four will have you seeing checkered flags in your dreams.

Fast, fun, easier to ride and surprisingly affordable the CBR650F sounds like a winning combination to us. **xx**

QUICK SPECS

CBR650F

ENGINE TYPE

Liquid-cooled inline four cylinder

DISPLACEMENT

649 cc

TRANSMISSION

SIX-SPEED

BRAKES

FRONT: dual 320 mm discs with dual-piston calipers

REAR: 240 mm disc with single-piston caliper with ABS

CURB WEIGHT

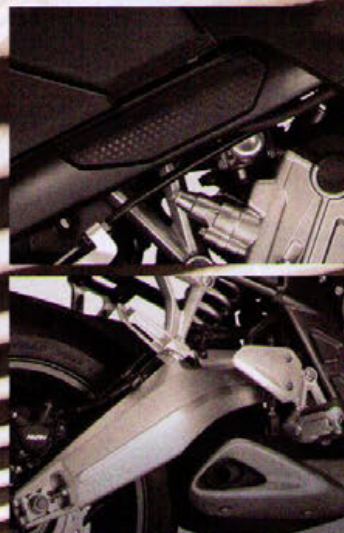
211 kg (464 lbs.)

FUEL CAPACITY

17.3 litres

SEAT HEIGHT

810 mm (31.9 in.)



DID YOU KNOW

Difference in Honda Mirrors »

One of the least considered features at the time of purchase is a bike's mirrors - possibly because many buyers don't realize just how important well-designed mirrors are. This is not the case with Honda, as our engineers know the importance of instantly conveying critical visual information to the rider. No matter how good a rider is, they need to know what is going on around them with minimal neck craning and body-shifting. Riders should not have to move more than their eyes to clearly see what is happening around them. That's why Honda motorcycle and scooter mirrors offer excellent fields of vision, virtually unaffected by vibration. With Honda you can be sure that your bike will offer an excellent view of the road around you.



PERFORMANCE SHOWCASE

BY Colin Fraser



Powered by
Honda Racing



THE CONCEPT of "spec racing" is straightforward enough. Young riders on identical, near stock street-based motorcycles compete to showcase the talents of the competitors and the quality of their equipment. This level playing field format has proven to be a great way to discover and establish new talent, and produce close racing that entertains fans.

When it comes to tight, action packed competition, you really can't improve on ambitious youngsters aboard identical motorcycles.

In Europe, the premier "spec" class over the past few seasons has involved sponsorship from Italian snack food giant Pata and equipment from legendary bike builders Honda.

In 2015, the Pata Honda European Junior Cup Tour will switch to new CBR650F equipment, meaning the up and coming racers will utilize four-cylinder bikes for the first time.

Overall, the format remains the same, with the Junior Cup open to riders between the ages of 14 and 19 years. An exciting new component of the tour in 2015 is the addition of a Women's European Cup within the

Junior Series, including ten women aboard the same CBR650F machinery. Women between the ages of 14 and 23 are eligible to compete, sanctioned by world racing group FIM.

Large crowds at the events, and extensive video coverage, make the Honda Pata Euro Junior Cup an ideal, and cost effective, method for getting the attention of the racing community.

Last season, the Cup series ran identical, production class Honda CBR500R twin cylinder machinery. The tour supported eight European rounds of the eni World Superbike Championship. The eventual Junior Cup Champion, Augusto Fernandez, earned a test with the Netherlands-based Ten Kate World Supersport squad as the first part of his series prize package.

In 2013, Fernandez missed out on the Junior Cup Championship by just one Championship point to eventual number one Jake Lewis of New Zealand. Last season, Fernandez survived a slippery, damp final event at Magny Cours in France to net third for the day and take his title. 35 riders contested the Honda Junior Cup Series in 2014.

17-year-old Fernandez of Madrid, Spain will next move up the career ladder to the European 600 Superstock series with the Racedays Honda team for 2015.

The switch to the quicker, sportier CBR650F for next season is important, since the new Honda is more like the machines a rider will likely utilize moving forward in their career. Insiders suggest that the latest Euro Junior Cup Hondas will produce around 80 horsepower at the rear wheel, with a race weight of 173 kgs.

The central ingredient in the Pata Honda Junior Cup format is the identical level of preparation of all the racer bikes. All the bodywork is replaced with lightweight, racing components that include number plates. All machines are decorated with the striking works Pata/Honda paint scheme, as seen on the top class entries. Sliders are installed so that the bikes are not damaged by minor tip overs.

Suspension is updated to adjustable units, so that the bikes can be tuned to



suit each track in the series. Lightweight handlebars and foot controls are fitted, offering riders the ability to tailor the bike to their size and riding style.

Engine-wise, the bikes are completely stock - no modifications can take place inside the liquid-cooled, double overhead cam shaft, four valve per cylinder power plant. A race exhaust will be fitted to increase the entertainment value, and all of the bikes will race on Pirelli Diablo Supercorsa DOT tires.

The overall package for the Honda Pat European Junior Cup includes transportation of the bike to all the rounds, tires, fuel and tools - racers and


An exciting new component of the tour in 2015 is the addition of a Women's European Cup within the Junior Series, including ten women aboard the same CBR650F machinery."



their family have to supply their own gear, show up and race. At the end of the season, the CBR650F becomes the property of the competitor.

Following the announcement of the 2015 series plans, Javier Alonso, World Superbike Executive Director, commented "we are glad to continue support of the European Junior Cup; a series focused on searching for young talents that can count on the experienced support of Honda and Pata, a predominant presence within the WSBK paddock."

"It is interesting to follow the growth of these young riders, who start racing in this competition with a bike, the CBR650F, which is basically a production bike available in stores. The Cup is an example of our endorsement and we look forward to meeting the next generation of champions."

In Canada, Honda support various series aimed at young competitors. Two of the top Amateur racers in the 2014 CSBK National tour, new Amateur Sport Bike Champion Tomas Casas, age 15, and Stacey Nesbitt, 17, were title-winning beneficiaries of Honda Canada's spec racing initiative. 

COME RIDE WITH US



THIS YEAR let the *Come Ride With Us* events team take you on a scenic road tour on a brand new Honda bike. When you want to do more than look at the newest motorcycle in the showroom, Honda offers the chance to try out the newest street lineup and discover a bike that is matched to your skills and preferences - all while enjoying an invigorating ride with other motorcycle enthusiasts. Honda's friendly and educated staff will be travelling across Canada with a variety of motorcycles to choose from - offering valuable tips and helping newly-licensed riders to gain new skills, while offering the casual rider a chance to refresh and update their riding abilities. Events take place at dealerships around the country; just visit honda.ca/iwannaride, look for an event near you, bring the appropriate riding gear¹, and the *Come Ride With Us* team will get you ready to ride. ■



2015 COME RIDE WITH US DATES AND LOCATIONS

ALBERTA

MAY 29 Lethbridge Honda Centre: Lethbridge
MAY 30 * Rocky Mountain Honda Powerhouse: Calgary

JUNE 2 Adventure Honda: Calgary
JUNE 3 Turple Bros.: Red Deer
JUNE 4 Wetaskiwin Motorsports: Wetaskiwin
JUNE 5 * Scona Cycle Honda: Edmonton
JUNE 6 * Honda Extreme: Edmonton
JUNE 9 Riverside Honda & Ski-Doo Sales: St. Albert
JUNE 10 Edson Honda: Edson
JUNE 12 Gaudin's Honda: Beaverlodge
JUNE 13 Northgate Honda: Grande Prairie
JUNE 15 * Revolution Honda: Grande Prairie
JUNE 18 Riders Connection: Cold Lake
JUNE 19 * Lloydminster Honda: Lloydminster

JULY 7 Medicine Hat Moto-Sports: Medicine Hat
JULY 8 All Season Cycle: Brooks
JULY 10 * Rocky Mountain Honda Powerhouse: Calgary
JULY 11 Adventure Honda: Calgary

BRITISH COLUMBIA

APRIL 28-29 Courtenay Honda: Courtenay

MAY 1 SG Power Products: Victoria
MAY 2 Action Motorcycles: Victoria
MAY 5 Penticton Honda Centre: Penticton
MAY 6 *Kelowna Honda: Kelowna
MAY 7 RTR Performance: Kamloops
MAY 9 * Cycle North: Prince George
MAY 12 Big Top Powersports: Chilliwack
MAY 13-14 Holeshot Motorsports: Langley
MAY 19 Honda Centre: Burnaby
MAY 20 Carter Motorsports: Vancouver
MAY 26 Main Jet Motorsports: Nelson
MAY 27 Peak Performance Motorsports: Cranbrook

MANITOBA

JUNE 25 Westside Honda of Selkirk: Selkirk
JUNE 27 Winnipeg Sports & Leisure: Winnipeg
JUNE 29 Southland Honda: Winkler

NEW BRUNSWICK

JULY 18 Toys For Big Boys: Moncton
JULY 20 JH Stewart: Miramichi
JULY 21 Eldridge's Honda House: Saint John
JULY 22 * Sutherlands Honda: Fredericton
JULY 24 * Edmundston Honda: Edmundston
JULY 25 Bathurst Honda: Bathurst

NEWFOUNDLAND

JUNE 26-28 Ride For Sight: Gander
JUNE 30 * Honda One: Mount Pearl

JULY 2 Honda Town: Carbonear
JULY 4 * Clarenville Honda: Clarenville
JULY 6 Thruway Recreation: Grand Falls Windsor

NOVA SCOTIA

JULY 9 * Ceilidh Honda: New Glasgow
JULY 10 Pro Cycle: Dartmouth
JULY 11 * Bridgewater Honda: Bridgewater
JULY 13 Leonard C. Comeau: Comeauville
JULY 14 GW Sampson Co.: Kingston

AUG 28-30 Wharf Rat Rally: Digby

ONTARIO

APRIL 25 Hully Gully: London

MAY 2 Markham Outdoor Power: Markham
MAY 9 Brampton Powersports: Brampton
MAY 13 Clare's Cycle & Sports: Fenwick
MAY 15 Burlington Cycle: Burlington
MAY 16 * Clarington Honda: Bowmanville
MAY 21 Sturgess Cycle: Hamilton
MAY 22 Orillia Motor Sports: Orillia
MAY 25 KW Honda: Waterloo
MAY 24 Larry's Small Engines: Orangeville
MAY 28 * Team Honda Powerhouse of Milton: Milton
MAY 29 Ready Honda: Mississauga
MAY 30 Lindsay Cycle: Lindsay

JUNE 5 * Dewlitt Honda: Hamilton
JUNE 6 * Barrie Honda: Barrie
JUNE 7 Pete's Sales and Service: Pembroke
JUNE 10 Hully Gully: London
JUNE 12 MotorSports Plus: Kingston
JUNE 13 West City Powersports: Belleville
JUNE 18 North Bay Cycle & Sports: North Bay
JUNE 20 Northstar Recreation: Sudbury
JUNE 23 Great Lakes Honda: Sault Ste. Marie

JULY 2 Irwin Supply: Cornwall
JULY 3 Powersports Canada: Ottawa
JULY 4 * Kanata Honda: Kanata
JULY 9 Loiselle Sports: Embrun
JULY 11 * Brockville Honda: Brockville
JULY 25 * Team Honda Powerhouse of Milton: Milton

AUG 15 CSBK Race Event: Bowmanville
AUG 22 Great Lakes Honda: Sault Ste. Marie

SEPT 12 Hully Gully: London
SEPT 19 Great Lakes Honda: Sault Ste. Marie

PEI

JULY 17 Centennial Auto Tire & Sport: Charlottetown

QUEBEC

MAY 1 * Le Centre Honda Magog: Magog
MAY 2 * Le Centre St-Basile Honda: Chambly
MAY 6 Motos Thiabault Mauricie: Trois-Rivières
MAY 7 Claude St-Marie Sport: St-Marie
MAY 8 RM Motosport: Victoriaville
MAY 9 * Excel Honda Moto: Ville Mont-Royal
MAY 12 Moto Gatineau: Gatineau
MAY 13 Nadon Sport Lachute: Lachute
MAY 14 J. Sicard Sport: Louiseville
MAY 15 Pinard Moto: Ste-Julienne
MAY 16 Moto Repentigny: Repentigny
MAY 19 Dallaire Equipments: St-Bruno
MAY 20 Equipments Villeneuve: Ste-Genevieve
MAY 22 Prestige Moto Sport: St-Georges
MAY 23 * Le Centre Lavertu Honda: Breakeyville
MAY 27 J'M Sports Gabriel: St-Gabriel de Brandon
MAY 28 * Le Centre Hamel Honda: St-Eustache

JUNE 3 Performance N.C.: Lac-Mégantic
JUNE 4 Sport 100 Limites: Drummondville
JUNE 5 Laliberté Moto Sports: Acton Vale
JUNE 6 Le Centre Honda Frank et Michel: Boischatell
JUNE 8 Blais Recreatif: Rouyn Noranda
JUNE 9 Equipement R.S. Lacroix: Armos
JUNE 10 Bibeau Moto Sport: Val d'Or
JUNE 12 Goulet Moto Sport St-Jerome: St-Jérôme
JUNE 13 Moto Ducharme: Joliette
JUNE 17 Beauce Sports: Ste-Marie-de-Beauce
JUNE 18 Produits Mobilicab Canada: Laurier-Station
JUNE 19 Jean Morneau: Rivière-du-Loup
JUNE 20 * Centre Honda Moto Rive Sud: Pintendre

SASKATCHEWAN

JUNE 20 * Meidl Honda: Saskatoon
JUNE 23 Schrader Motors: Yorkton

JULY 3 Alsport Sales: Regina
JULY 4 * Regier Honda: Swift Current

* Honda Powerhouse Dealer



** A MINIMUM gear requirement for CRWU participants includes: DOT approved helmet, Eye protection, Sturdy Jacket (denim or better - no vests), Full coverage gloves, Full-length pants (denim or better - no shorts), Boots (that cover your ankles). Please check with your local Honda Motorcycle dealer for provincial license requirements for participating in CRWU events.*

VFR800F

COMBINED INNOVATION

SPORT TOURING motorcycles are a category all their own; combining the best features of both sport bikes and tourers. Lighter, more manoeuvrable and with higher performance than a tourer, offering a nicer seating position, greater comfort and more wind protection than a sport bike - the sport touring motorcycle is able to corner with a high degree of precision and keep the rider comfortable in the process.

Last year Honda engineers completely redesigned the iconic VFR800F Interceptor- a motorcycle that is the embodiment of the best of both worlds - the ultimate in luxury sport touring. Known for its V4 VTEC engine, the VFR800F offers smooth predictable power, flawless throttle response and excellent acceleration. This 782 cc jewel of an

engine practically roars on the highway, both figuratively and literally as the now almost seamless VTEC transition allows you to feel the pull of steady and insistent acceleration - its exciting rumble urging you on to distant destinations. It's still a blast snicking through the gears as you rocket down the road, but with strong linear power throughout the power band, the VFR800F allows you to shift less often as you take advantage of its responsive torque - great for a more relaxed ride and enjoying the sights. Another nice feature that will help ensure a safe yet thrilling ride is Honda's Traction Control System (TCS), with handlebar mounted control switch. Standard on the VFR800F, TCS provides peace of mind in a wide variety of riding conditions and situations.





lightweight chassis with innovative twin-spar frame and single-sided swingarm, allow it to handle most road irregularities

Strong and smooth power isn't all the VFR800F has going for it however, its lightweight chassis with innovative twin-spar frame and single-sided swingarm, allow it to handle most road irregularities and take twists and turns with sportbike-like precision. Of course if you're going to push the limits, it's good to know that its Antilock Brake System (ABS) is designed to provide safe and consistent stopping in most weather conditions. With a curb weight of only 242 kg (534 lbs.)*, a low centre of gravity and plenty of cornering clearance, this is one luxury sport-tourer that literally leans more toward the sporting side of the equation.

With clean, streamlined bodywork, the smooth and stylish VFR800F is almost as exciting to watch cruise by as it is to ride and available in Victory Red or Pearl Glar White, it is sure to turn some heads. In addition to its stunning looks, the interceptor offers the exceptional versatility you expect from a Honda sport tourer. A generous-sized seat offers height adjustability, and the passenger grab handles can be removed and a solo cowl fitted over the passenger portion of the seat - for a more sporting appearance.

The VFR's aggressive appearance is tempered somewhat by elegant and contemporary features such as its digital speedometer and multi-function LCD

European model shown





COLOURS

VICTORY RED

PEARL GLARE WHITE

QUICK SPECS

VFR800F

ENGINE TYPE
Liquid-cooled
90-degree V-4

DISPLACEMENT
782 cc

TRANSMISSION
Six-speed

BRAKES
FRONT: dual 310 mm
floating discs with
radial four-piston
caliper
REAR: 256 mm disc
with dual-piston
caliper with ABS


CURB WEIGHT
242 kg (534 lbs.)

FUEL CAPACITY
21.2 litres

SEAT HEIGHT
789 mm/810 mm
adjustable (31/31.9 in.)

display that offer detailed information - easily seen day or night. As well, the VFR-signature 'X' headlight shape features LED bulbs with a beam that provides a brighter far-reaching expanse of light for exhilarating night rides.

Other features that help categorize the VFR800F as a luxury sport-tourer include an advanced self-cancelling

turn signal system, optional shift assist system, five-stage heated grips to keep hands warm on colder rides, wing mirrors with integrated positional lights and an LED rear light unit with combined indicators for a clean, uncluttered look. The result is a refined mid-weight sport-tourer that is elegant, classy and incredibly fun to ride. 

DID YOU KNOW

Honda Genuine Accessories: Quick Shifter Kit

» The VFR800F is already a technological marvel, packed with advanced features such as VTEC engine management, Traction Control System, ABS, and a whole lot more. But for those who want to boost the cool factor of their VFR even higher, Honda Genuine Accessories has just the thing.

The optional quick shifter kit available for the VFR800F provides split-second upshifts with no need to use the clutch or roll off the throttle - just like the quick-shifter on a race bike. Operated by a sensor built into the kit shift-lever mechanism and plugged into the bike's ECU, the system interrupts fuel injection and ignition for an undetectable instant when you upshift, allowing the next gear to engage with incredible smoothness. You get faster gear changes during sporty, full-throttle upshifts, and the system can also reduce fatigue during everyday riding and touring. Best of all, the shifter is designed to bolt on easily and plug straight in. Check out the quick shifter kit and all the other Honda Genuine Accessories at your local Honda dealership.

* Includes all standard equipment, required fluids and full tank of fuel - ready to ride.



CTX SERIES

EASY RIDER

The world is full of motorcycle enthusiasts, but many of them are a little apprehensive about throwing a leg over a larger motorcycle. Smaller machines are perceived as lighter and easier to handle, whereas full-size cruisers or touring motorcycles may be viewed as heavy or complex to operate. That's why Honda built their mid-sized CTX duo - Comfort, Technology and a rewarding riding eXperience (CTX) - exactly what these models offer.



BOTH MID-SIZED CTX MODELS are perfect for daily commutes or weekend rides, boasting cutting-edge technology, a smaller and easier-to-operate design, a laid-back seating position and excellent fuel economy. The CTX700T and CTX700N are designed specifically for riders who just want to get out of the office, and enjoy the tranquility of the open road.

Part of the reason the CTX700 models are so easy to just jump on and go is the effortless manoeuvrability that comes with their advanced design. The 670 cc parallel-twin engine with its radically forward canted cylinders offers an exceptionally low centre of gravity and when combined with a low seat-height of just 28.3 inches (719mm) and a riding position that enhances control, this innovative layout creates a motorcycle that's remarkably easy-to-handle. In addition, sure-stopping front and rear disc brakes that feature Honda's

advanced ABS system, further instil rider confidence adding to that feeling of control.

The CTX700N features new-age cruiser styling, while the CTX700T slides comfortably into Honda's touring family, with the addition of a protective fairing and windscreen. And both models start at such a low suggested retail price that there's plenty of room in the budget to choose from a wide variety of Genuine Honda Accessories.

For enthusiasts looking for a motorcycle that offers superior long-distance capability and stronger performance, with the same laid-back design that exemplifies the comfort and control of the CTX700T, there's Honda's CTX1300T. The low seat height and feet forward riding position will feel familiar to cruiser riders - while the smooth engine performance and sport touring-style sophisticated handling will put a smile on the face of even the most experienced

FEATURE - CTX SERIES

touring aficionado. This 1,261 cc, liquid-cooled V4-powered machine offers predictable throttle control, ample torque and lots of power, while its innovative chassis geometry adds to its relaxed and comfortable nature. Well-balanced and easy to manoeuvre, the CTX1300T offers excellent cornering ability and features a compliant but well damped 43 mm inverted fork - combining supple action with reduced flex.

This more powerful model demonstrates that innovation can also be user-friendly. Features such as Honda's Traction Control System (TCS), combined ABS brakes, full LED lighting and an advanced twin-speaker stereo system with Bluetooth connectivity, prove that complex technology can sometimes actually simplify life. Enjoying the open road on the CTX1300T is also a great two-up experience, with large comfortable seats and compliant suspension; two people can have twice the fun with all the comfort. And with large integrated saddlebags and a protective frame-mounted fairing, rider and passenger will be able to enjoy the open road for even longer.

So what do all CTX models have in common? They proudly offer diverse functionality, great aesthetics, user-friendly components and excellent rideability. But don't just take our word for it - a quick test ride will demonstrate just how easy these bikes are to live with - once you feel it, you'll get it. 🏍️



CTX1300T

- COLOURS
- CANDY PROMINENCE RED
 - ION BLUE METALLIC



Premium audio system pairs with your device via Bluetooth, making a memorable ride, even better.



Headlights, taillight and indicators are all LED.



Integrated saddlebags are big enough for most full-face helmets or a weekend's worth of gear.

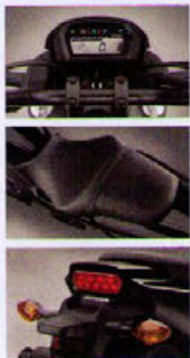


- COLOUR ● GRAPHITE BLACK

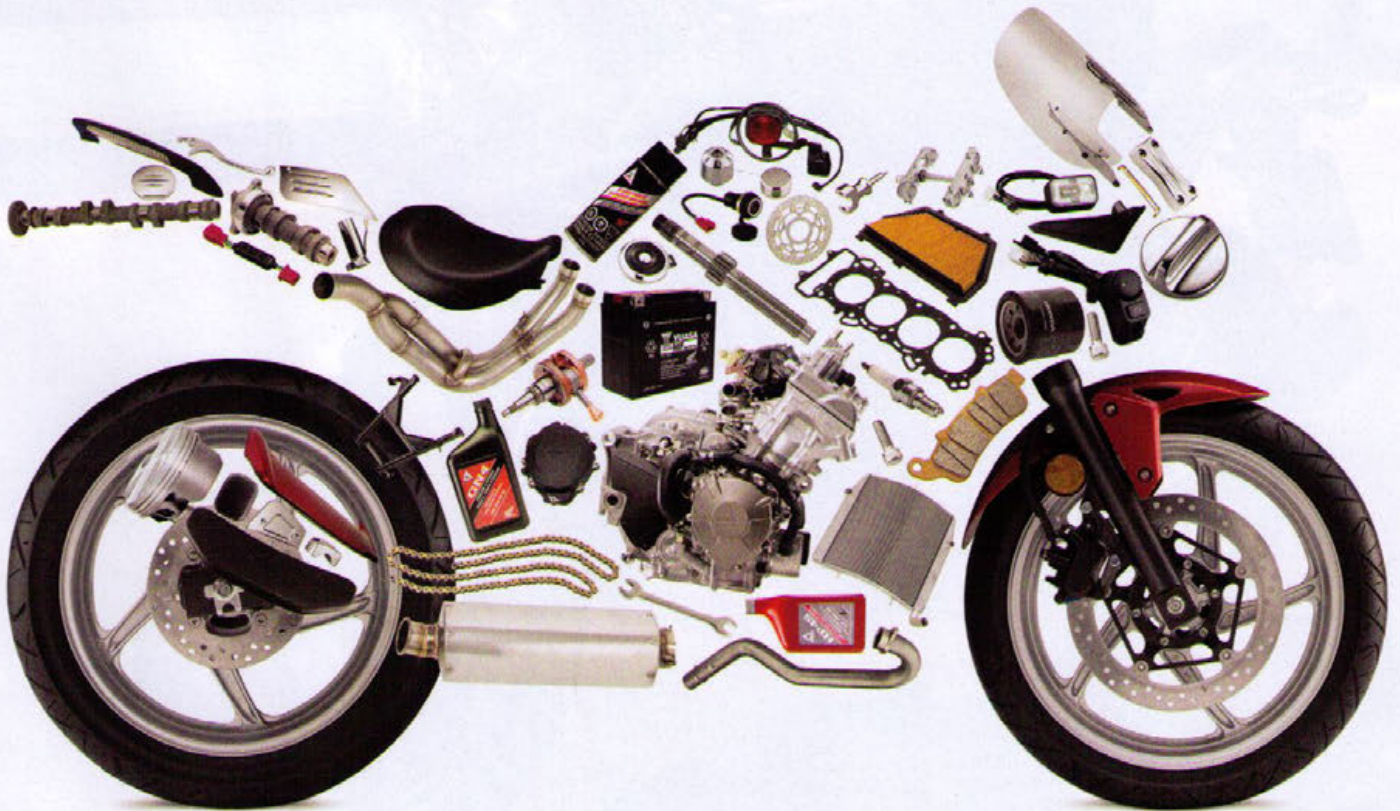
CTX700N

CTX700T

- COLOUR ● ION BLUE METALLIC



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NC750X

THE ROAD LESS TRAVELED

WHEN YOU JUST NEED to get away from it all and leave the mundane far behind, the NC750X may have you leaving the highways in favour of back-roads. Regardless of where you go, the NC750X ensures a comfortable ride, thanks in part to its contoured seat and an advanced, diamond-shaped steel-tube frame that allows just enough flexibility to respond

smoothly to changing road surfaces. And new more aggressive dual-sport tires help keep things in control when those surfaces aren't paved.

Geared towards back-road adventure, with a low centre of gravity, under-seat fuel tank, longer travel suspension, ABS brakes and generous ground clearance, the NC750X will have you tackling the twistiest secondary roads with the utmost confidence - and the 745 cc engine delivers exceptionally strong low-rpm performance - ensuring crisp acceleration wherever you ride.



COLOURS

METALLIC SILVER

QUICK SPECS

NC750X

ENGINE TYPE
Liquid-cooled 55-degree parallel twin

DISPLACEMENT
745 cc

TRANSMISSION
Six-speed

BRAKES
FRONT: 320 mm single wavy hydraulic disc with dual-piston caliper
REAR: 240 mm single wavy hydraulic disc with single-piston caliper with ABS


CURB WEIGHT
220kg (485lbs)

FUEL CAPACITY
14 litres

SEAT HEIGHT
840mm (33.1 inch)

The uneven-firing, parallel-twin engine is a marvel of modern engineering, with its forward canted cylinders enhancing the NC750X's already exceptionally low centre of gravity, for light, stable handling. And with arguably the most advanced combustion control technology in the industry, this super-efficient power plant returns class-leading fuel-economy. The six-speed manual transmission with five wide ratios and an overdrive sixth, complements the engine's unique low RPM biased powerband, eliminating the need for constant shifting - but when you do

need another gear - the NC750X offers super-smooth shifting to maintain strong performance with minimal fuss.

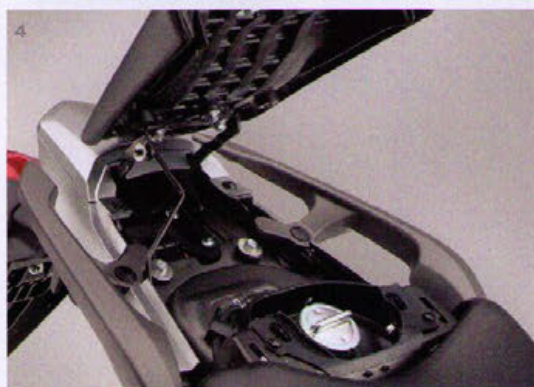
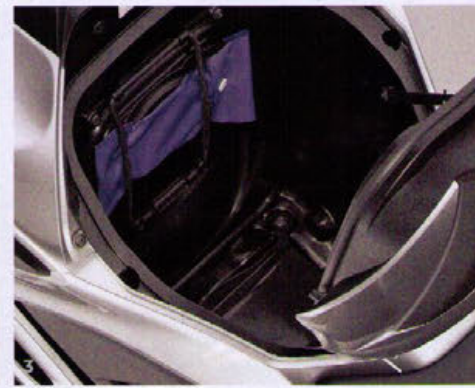
The NC750X serves well as a capable Adventure bike, but also makes an excellent commuter. It's easy to ride, great on fuel, sporty looking and offers 21 litres of lockable storage where the fuel tank is traditionally housed - enough for a full-faced helmet. So enjoy touring around town and out of town; or find your own adventure on the road less traveled. The NC750X is a perfect travel companion and will take you wherever excitement leads you. 



1



2



4



5

(1) LCD Instrument Panel, (2) Aggressive off-road style tread pattern, (3) 21 Litre Integrated Storage Compartment, (4) Under-Seat 14.1 Litre Fuel Tank, (5) Pro-Link HMAS Rear Suspension

40 YEARS of TOURING *Excellence*





In October 1974, the first Gold Wing GL1000 was introduced to the world at the Cologne Motorcycle Show. This liquid-cooled, flat four-cylinder, 999 cc machine proudly featured the smoothest engine to ever power a motorcycle. However, despite its 1975 release being universally viewed as a success no one imagined the impact it would ultimately have on motorcycle touring.





HONDA INITIALLY CLASSIFIED the Gold Wing as a powerful and steady “do-it-all” bike, but by the end of 1975 owners understood exactly what the bike was meant for: comfortable long-distance touring. Originally launched without a fairing or luggage, it was the Honda Gold Wing owners themselves that defined what the evolution of the bike would be via their post-purchase pursuit and installation of aftermarket fairings and saddlebags. Honda’s recognition of this trend led to the 1980 production of the GL1100 Gold Wing in both standard and fully faired (Interstate) versions.

And just like that, the Touring category of motorcycles was created.

Over the years this development partnership with owners has led to a number of innovations being pioneered or perfected on the Gold Wing many of which are now industry standard. The

original Gold Wing introduced triple disc brakes, shaft drive, underseat fuel tank and liquid cooling. Subsequent generations of the Wing brought integrated fairings and saddlebags, surround sound stereo systems, rider/passenger intercom systems, reverse, cruise control, anti-dive forks, linked anti-lock brakes, heated seating, CB radio, adjustable windshield, six cylinder engines, electronic fuel injection, navigation systems, remote luggage lock unlock, trip computer, remote push button suspension adjustment, foot warmers, aluminum frame, single sided swingarm, self cancelling turn signals, and of course air bags.

Now, 40 years later, the Gold Wing represents one of Honda’s most popular North American models - and thanks to our company’s ongoing attention to answering our riding community’s evolving needs, we believe we’re just getting started! ■

TOURING - GOLD WING

- COLOURS
-  CANDY PROMINENCE RED
 -  PEARL GLARE WHITE
 -  DIGITAL SILVER METALLIC

QUICK SPECS



ENGINE TYPE
Liquid-cooled horizontally-opposed six-cylinder

DISPLACEMENT
1,832 cc

TRANSMISSION
Five-speed including overdrive, plus electric reverse

BRAKES
FRONT: 296 mm discs with three-piston calipers
REAR: single 316 mm disc with three-piston caliper. Dual-Combined Braking System with ABS

CURB WEIGHT
417 kg (919 lbs.)
AIRBAG MODEL:
423 kg (933 lbs.)

FUEL CAPACITY
25 litres

SEAT HEIGHT
740 mm (29.1 in.)



TOURING - GOLD WING F6B



European model shown



(1) Adjustable Suspension, (2) Premium surround-sound audio system controls, (3) Low-Profile Windscreens


F6B

PERFORMANCE WITH PERSONALITY

THE INTRODUCTION of the Gold Wing F6B, supported Honda's long-standing tradition of reshuffling industry standards to provide unique solutions to the expressed needs of our community of riders.



The F6B - the 'bagger' version of Honda's landmark touring machines - leads a new breed of motorcycles that slot comfortably into the niche of part power cruiser, part long-haul tourer and 100 percent badass!

Fitted with the glorious flat-six engine that powers all Gold Wings, the F6B is recognized for delivering big-time performance with a hefty dose of attitude. The Gold Wing F6B is equally ideal for leisurely jaunts around town, highway day trips and weekend cross-country journeys.

Although the F6B already included a long and impressive list of standard features, we've stepped up the bagger's game even further for 2015, to include cruise control, a new black exhaust system and a commemorative 40th Anniversary emblem. Available in Matte Bullet Silver and Atmosphere Blue Metallic the F6B offers big-bike enthusiasts a bold look and an elevated level of all-around performance. 



COLOURS

-  ATMOSPHERE BLUE METALLIC
-  MATTE BULLET SILVER

QUICK SPECS



ENGINE TYPE
Liquid-cooled horizontally opposed six-cylinder

DISPLACEMENT
1,832 cc

TRANSMISSION
Five-speed including overdrive

BRAKES
FRONT: 296 mm discs with three-piston calipers
REAR: single 316 mm disc with three-piston caliper. Dual-Combined Braking System with ABS

CURB WEIGHT
390 kg (851 lbs.)

FUEL CAPACITY
25 litres

SEAT HEIGHT
725 mm (28.5 in.)





YOUR JOURNEY DOESN'T HAVE TO WAIT

Now you can enjoy affordable lease or finance payments and flexible terms on the full 2015 Gold Wing lineup. **Discover a new road to freedom.**

GOLD WING
PROGRAM

HONDA
Financial
Services

 Honda Motorcycles & ATVs Canada
 
 @HondaPowerCA

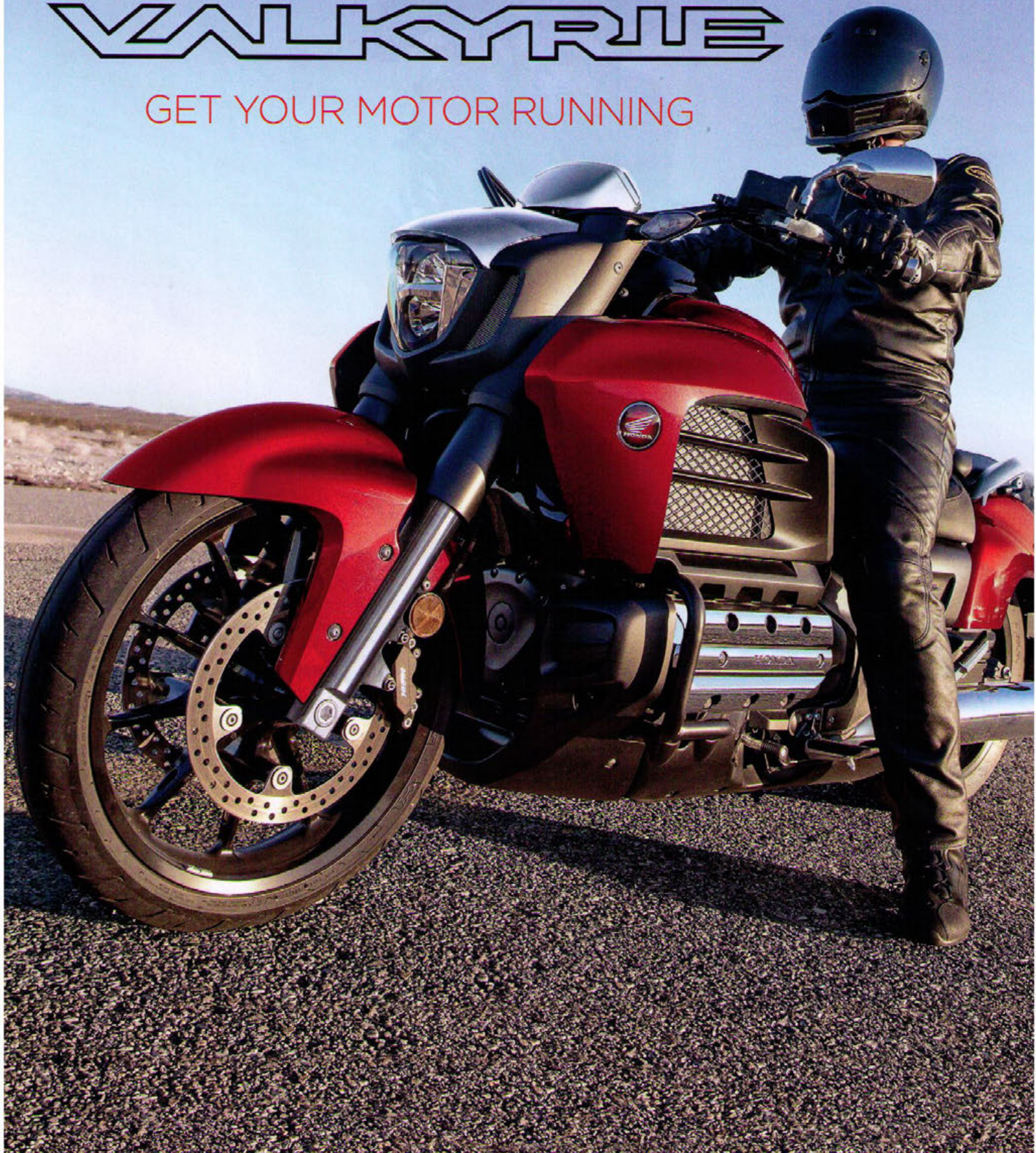
Always wear a helmet, eye protection and protective clothing, and please respect the environment when riding. Obey the law and read your owner's manual thoroughly. Honda recommends taking a motorcycle rider training course.



www.billscycle.ca 204-326-3683

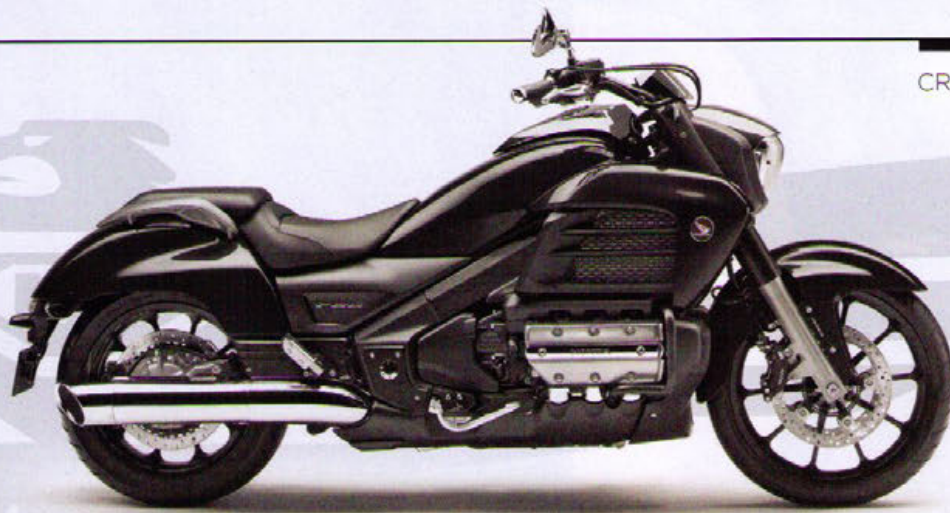
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- COLOURS
- GRAPHITE BLACK
 - CANDY PROMINENCE RED

QUICK SPECS



ENGINE TYPE
Liquid-cooled horizontally opposed six-cylinder

DISPLACEMENT
1,832 cc

TRANSMISSION
Five-speed including overdrive

BRAKES
FRONT: 310 mm discs with four-piston calipers
REAR: single 316 mm disc with two-piston caliper with ABS

CURB WEIGHT
343 kg (756 lbs.)

FUEL CAPACITY
23 litres

SEAT HEIGHT
735 mm (28.9 in.)

THE SLEEK LINES, aggressive forward-mass styling and throaty rumble of the Gold Wing Valkyrie, give the impression of barely contained power just waiting to charge. Stripped down to the essentials - no fairing, saddlebags or extras - the Valkyrie is surprisingly nimble for a full-size power cruiser, while still retaining some of that laid-back highway rideability that Gold Wings are famous for. The 1,832 cc liquid-cooled flat-six engine offers predictable power delivery and torque when you want it, through a wide-ratio, five-speed overdrive transmission.

The Valkyrie carries its weight low in the chassis, making the bike feel lighter than its size suggests. The stability inherent with a long wheelbase and low centre of gravity, keep the rider in control and make it easy to manage the Valkyrie at a standstill or in the parking lot. And when you need to brake, dual front and single

rear discs, enhanced with ABS, perform admirably - allowing quick and controlled stops.

The designers at Honda wanted a bike with incredible presence - a bike that would turn heads - and so the Valkyrie bodywork was designed with a completely different look that suggests muscle and function. Dual, side-mounted radiators take advantage of optimized air channeling by using low-air-pressure created within the brawny side cowls to draw cooling air through the radiators. The shield-shaped headlight helps to direct wind away from the rider, while maintaining that aggressive look, and full LED lighting helps provide greater visibility at night and blends with the sleek design.

In 2015 the Honda Goldwing is celebrating 40 years of success, and the Valkyrie will come with a special-edition 40th Anniversary key. Get yours while you still can. 🗝️



NM4

FANTASY MEETS REALITY



25 COLOUR LED DISPLAY

If you are looking for a bike that excites and inspires, a bike with groundbreaking design features and some particularly cool technology - you need look no further than the NM4. Released in 2014 as a new concept model, its strong lines and futuristic look give the NM4 a decidedly stylish appearance - and with its substantial mass-forward design, fighter-pilot-type cockpit and sleek, raked windscreen - it's sure to draw more than a few envious glances.

CREATED TO ENTICE a whole new market, Honda's styling of the NM4 is a merging of Anime robotics and super-spy sophistication - all packaged in a suave machine with the convenience of an automatic dual-clutch transmission. The matte black paint and componentry, along with burnished aluminum accents, enhance the stealth-look of this sleek yet aggressive machine. The NM4 is armed with high-tech LED lighting-systems

- from front to back - letting the rider see and be seen and to complete the state-of-the-art theme, a sophisticated digital dash changes colour depending on the drive mode selected, and offers 25 programmable shades to choose from for a personalized appearance.

In keeping with the special nature of this model, the NM4 offers 2-up riding for shared excitement, but when not in use the passenger seat flips up to convert to



COLOURS **MATTE BLACK**

QUICK SPECS

NM4

ENGINE TYPE

Liquid-cooled, parallel twin with 55-degree slant angle, 270-degree phase crank

DISPLACEMENT

745 cc

TRANSMISSION

Dual Clutch Transmission with two automatic shift modes and a manual shift mode

BRAKES

FRONT: 320 mm single wavy hydraulic disc with 2-piston caliper
REAR: 240 mm single wavy hydraulic disc with single-piston caliper with ABS

CURB WEIGHT

255 kg (562 lbs.)

FUEL CAPACITY

11.6 litres

SEAT HEIGHT

650 mm (25.6 in.)

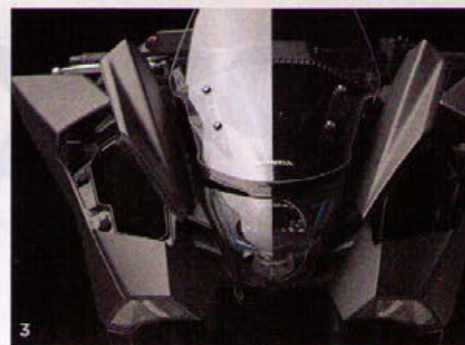
a multi-positional backrest for the driver - giving it a transformer-like feel with the additional benefit of increased comfort. Another feature that riders will appreciate is the integrated storage. Not only are there utility pockets built into both sides of the front fairing for smaller articles - one with a 12V outlet to charge your electronic devices - but rear panniers also offer a little extra storage with lots of style.

Of course the NM4 isn't just eye-candy - there is more beneath its sleek and polished exterior than meets the eye. Having one of the lowest seating positions available, the low-slung, recumbent, feet-forward riding position offers ease of operation, making the NM4 feel almost like an extension of your body.

On every rider's wish list is that satisfying throb and growl that are

associated with twin cylinder engines. With that in mind, Honda went out of their way to engineer a 745 cc power plant that offers a soothing and distinctive sound and feel, and with the low end torque of a parallel-twin and subtle combustion variations that add character, the NM4 definitely delivers. Designed to provide immediate acceleration, the engine features excellent low-rpm performance. Combine that with friction-reducing technologies, precise PGM-FI electronic fuel injection and highly efficient combustion and the NM4 achieves optimum fuel efficiency while prowling the city or cruising the highway.

The NM4 is sure to attract notice wherever you go, so be prepared to be the center of attention - but most of all - enjoy the ride. 🏍️



(1) Adjustable backrest, (2) Wide foot rest, (3) 4-Litres total storage, (4) High windscreen, (5) Front and Rear LED Lights



PCX150

COMPACT MANOEUVRABILITY


ANY DOWNTOWN COMMUTER knows that rush hour traffic is a time-killer - and to make matters worse not only are you stuck at a standstill - your car is quietly burning away costly fuel while you sit. Enter the PCX150. With compact manoeuvrability and excellent fuel economy, this European bestseller can squeeze through spaces that most vehicles can't. And with parking at a premium, city parkades are now offering more dedicated areas for bikes and

scooters at a reduced cost. Making life even more convenient, the PCX also offers spacious, under-seat storage that can easily accommodate a laptop or helmet - of course you could carry a bag on public transportation, but who enjoys being packed in when they can experience the joy of a mostly uninhibited commute?

Embrace freedom with the versatile and economic PCX150 and feel good about doing it too. With its Idle Stop System that automatically switches the engine off during stops, this model offers reduced fuel consumption and lower overall emissions. A new, larger eight-litre fuel tank takes you farther, while the low-friction, liquid-cooled, 4-stroke, single-cylinder 153 cc engine offers spirited performance and sips fuel at the



COLOURS

 CANDY NOBLE RED

 BRIGHT BRONZE METALLIC

QUICK SPECS

**PCX
150**

ENGINE TYPE

Liquid-cooled single-cylinder 4-stroke

DISPLACEMENT

153 cc

TRANSMISSION

Honda V-Matic Automatic

BRAKES

FRONT: 220 mm single disc with three-piston caliper
REAR: 130 mm rear drum with CBS

CURB WEIGHT

132 kg (291 lbs.)

FUEL CAPACITY


8 litres

SEAT HEIGHT

760 mm (29.9 in.)

economical rate - so you can save your money for the weekends. Although many people think a scooter is just for short commutes, the PCX150 is fully highway capable, and with comfortable 2-up capacity, you and a friend can spend your weekends visiting the farmers' market, exploring nearby towns or visiting friends and family on the other side of the city. And you won't have to worry about your phone dying along the way, thanks to a 12V power outlet in the glove compartment - convenient for charging your personal electronics.

Not only can it take you comfortably on the highway and around town, Honda has designed the PCX150 to help ensure

you get home safely too. The Combined Braking System (CBS) with 220 mm hydraulic front disk brake and rear drum brake, offers strong stopping power when you need it. And for those months where commutes take place in the dark, LED lighting - front and rear - looks great and helps make you more visible to those around you. Unlike the traditional look of most scooters, the unique style of the PCX150 gets its inspiration from cutting-edge sport bikes. With protective bodywork that seems to flow around the floorboards to protect your feet, sleek lines, a lustrous finish and integrated storage compartments - you will enjoy your ride. 



DID YOU KNOW

PCX Centerstand » Most riders never give their bike's stand a second thought - but luckily Honda has. The PCX150 is just one model to include a centerstand. Why is this a notable advantage? Some smaller riders tend to use only the sidestand, finding traditional centerstands difficult to operate. Honda has engineered their centerstands to distribute the bike's weight between the stand's feet and the front wheel - allowing even smaller riders to operate this convenient feature. In addition to preventing accidental tip-overs, the centerstand also makes it easier to clean and work on your scooter.

European model shown



2014 model image and colour shown

GROM

FLEXIBLE FUN



SOME MACHINES just look like they are going to be fun. Sometimes you can't put your finger on why - they just make that impression. The Grom is such a machine. This sporty little street-legal bike with off-road ambitions is designed for fun and looks almost like an overgrown minibike.

Small and nimble, yet large enough that a full sized adult can feel comfortable on it - the Grom is ready for anything. And because fun is supposed to be... well...fun - the Grom is fitted with all the right stuff to make it easier than ever to have loads of fun. Behind the cheeky styling there



- COLOURS
- PEARL HIMALAYAS WHITE
 - MARIGOLD YELLOW
 - PEARL RED (2014)
 - METALLIC BLACK (2014)

QUICK SPECS

GROM™

ENGINE TYPE
Liquid-cooled, single cylinder

DISPLACEMENT
125 cc

TRANSMISSION
Four-speed

BRAKES
FRONT: Single 220mm disc with hydraulic dual-piston caliper
REAR: Single 190mm disc with hydraulic single piston caliper

CURB WEIGHT
102 kg (225 lbs.)*

FUEL CAPACITY
5.5 litres

SEAT HEIGHT
765 mm (30.1 in.)

*Includes all standard equipment, required fluids and full tank of fuel—ready to ride. 2014 model image and colours shown

are a number of features that keep things hassle free; electronic ignition, fuel injection, electric start, manual clutch - you get the idea. There's even full lighting to extend your ride time and a clock to let you know when you're getting carried away.

Only in the market for a couple of years, the Grom has already gathered a large cult following and radical customizations have become commonplace. Owners, perhaps drawing inspiration from the Grom's outrageous attitude, have been having fun creating everything from extended swingarm, fat-tired drag-styled contenders to long travel, stripped down, motocross inspired pit bikes.

Fun as the Grom is, it also has a sensible side - inverted forks with lots of travel, disc brakes, fat tires on 12-inch rims and a willing 125 cc engine that sips fuel - ensuring that the Grom is an ideal urban commuter. Sporting a short wheelbase and relatively low centre of gravity and weighing in at just 102 kg (225 lbs.)* - the Grom is incredibly agile and boosts confidence in riders of all skill levels.

Offering excellent fuel efficiency, an affordable price and the ability to commute during the week and play hard on the weekends, the Grom with its mischievous personality and torquy get-up-and-go, will appeal to riders of all ages. 🇨🇦



(1) Single Rear Shock, (2) Multi-Function Digital Instruments, (3) Stylized Bodywork, (4) Inverted Fork Suspension & 12-inch 10-spoke Wheels





CANADA'S COMEBACK KID

THE ROAD TO REDEMPTION
LEADS TO THE PODIUM

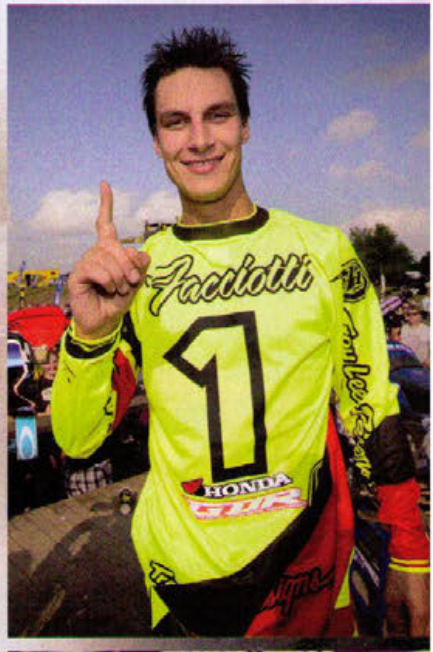
BY Chris Pomeroy

The thing that is constant right across this vast and proud country, is that we love a good comeback story. Whether it's a comeback from injuries or just time spent away from doing something you love, Canada is obsessed with comebacks. As much as we all love to ride the wave of success, the ultimate measure of a champion comes from persevering through challenge.

WHICH IS PRECISELY what Canadian motocross racer Colton Facciotti has done, who prior to 2014 spent the better part of two years sidelined with multiple injuries. Colton's injuries weren't just your typical bumps and bruises that come from making your living as a professional athlete. These injuries were serious enough that if Colton had decided to step away from the sport he loves and travel down another path, we don't think anyone would've faulted him.

However, we're talking about Colton Facciotti, the kid from Aldergrove, BC who at 12 years of age was racing against 16-year-olds on a regular basis. Even with heaps of natural talent flowing from his veins, from the first time he threw his leg over a motorcycle, Colton has been no stranger to adversity. From a very early age he learned that although everyone falls down once in awhile, champions are the ones who rise up, dust themselves off and get right back to work.





2014 RACE STATS

BORN	April 18, 1988 Aldergrove, BC
TEAM	Team Honda Canada GDR
BIKE NUMBER	1
BIKE	CRF450R
2014 RACES	10
2014 WINS	3
2014 PODIUMS	10
PLACEMENT	#1

After healing up from his multiple injuries, Colton knew he needed a change of scenery to jumpstart his comeback. Since moving to Ontario a few years ago, conveniently just down the road from Gopher Dunes Raceway; Colton quickly developed a solid bond with Derek Schuster, who with his family runs the Gopher Dunes facility. With Derek already running the GDR Honda Canada Race Team and Colton needing a fresh start, the two seemed like a perfect fit. Soon it was announced that Colton Facciotti would be the number one rider on the GDR Honda Canada Race Team. This signing also signalled Honda Canada's foray back into Canadian motocross at the elite level.

Of all the talents Derek and Colton share, perhaps the most important one is their utmost attention to detail. This was evident all through their off-season training and preparation for the 2014 season. When the gate dropped at round

one, it was all systems go as Colton and his bright red GDR Honda CRF450R were out front and looking very smooth

As the 2014 Rockstar Energy Drink Motocross Series moved through the western swing, Colton appeared to be doing whatever it took to score maximum points at each round. Race by race, Colton's cerebral approach to the series was working and it was his competition that was making mistakes, not him.

During the final stretch of the MX1 series in the east, Colton and the GDR Honda Canada Team kept up their relentless pursuit of the championship. When the series finally made its way to the final round at Walton Raceway, Colton clinched the 2014 MX1 Championship in style by winning the final moto of the year in front of his new hometown Ontario fans.

After his championship winning series, he had this to say about his success, "It was great to work with

“To win my fourth championship after two rough seasons was huge and it definitely makes all the hard work and sacrifices worth it to come out on top.”

Derek Schuster and the Honda Canada crew all season, the relationship I have with them is like family. They all work extremely hard to make sure everything is done right. “I would also like to thank Justin Petker for his 100% effort. Every championship is different and it gets tougher every time. To win my fourth championship after two rough seasons was huge and it definitely makes all the hard work and sacrifices worth it to come out on top.”

The 2014 season was obviously a very successful one for Colton and the GDR Honda Canada Team. However, next year looks to be even better as Colton and his team have already begun preparing. Also during the off-season Colton and his wife welcomed their handsome new baby, Keagan Facciotti into the world. Being a new father will no doubt add an even bigger sense of purpose to Colton's program as he prepares to defend his MX1 title. Heading into 2015, Colton and the GDR Honda Canada Team are without a doubt the favourites to repeat as champions. However, they will not rest on their laurels and you can bet that they will leave no stone unturned as they prepare for their encore act. As much as Canada loves a good comeback story, this team isn't interested in being one again. 🇨🇦



CRF450R

DIAL-IN TO WIN

CHECK THE TRACK, pick your mode, and go. With the 2015 Honda CRF450R, tuning your bike for optimum power delivery is as easy as pushing a button.

The CRF450R's innovative Engine Mode Select (EMS) button allows you to select one of three fuel-injection/ignition modes: Standard, Smooth or Aggressive. Traction iffy? Choose Smooth for superior throttle control. Rear tire really hooking up? Switch to Aggressive and go for it! You can even fine-tune the EFI mapping in the Smooth and Aggressive modes via an optional HRC tool that connects to your laptop.

A revised Unicam cylinder head boosts top-end power and over-rev, and routes the exhaust header so it's shorter and tucked in tighter. More power requires an even better chassis, so the CRF450R steps up to the latest-generation KYB Pneumatic Spring Fork, which uses air for spring effect rather than heavy metal coils. Lighter than ever for 2015, the fork

also has a completely new internal structure for even smoother action, plus four-way independent damping adjustment - high- and low-speed for both compression and rebound. The KYB rear shock is easier to adjust, too.

New radiators for better cooling, stronger piston and gearbox, bigger wave-style front brake rotor... it all adds up to a CRF450R that's better than ever at doing the one thing it's best at: winning. 🏆



COLOUR EXTREME RED

QUICK SPECS

ENGINE TYPE

Liquid-cooled single-cylinder 4-stroke

DISPLACEMENT

449.7 cc

TRANSMISSION

Close-ratio five-speed

BRAKES

FRONT: 260 mm disc with dual-piston caliper
REAR: 240 mm disc

CURB WEIGHT

110 kg (242.7 lbs.)

FUEL CAPACITY

6.3 litres

SEAT HEIGHT

953 mm (37.5 in.)



- (1) Engine Mode Select button,
- (2) Dual-muffler exhaust system,
- (3) Improved KYB air fork,
- (4) Easy to access KYB rear shocks



CRF250R

THE EXPRESS ROUTE TO THE TOP

YOU ALREADY KNOW that the Honda CRF250R has a hard-earned reputation for superior handling. Well, get ready for a bike that's even better at getting you to the top of the podium as quickly as possible.

The 2015 CRF250R boasts a new 49 mm Showa Separate Function Fork (SFF) air fork that eliminates steel springs for significantly reduced weight while also

offering a wider range of adjustment than a conventional fork. New Dunlop Geomax MX52 tires, a bigger wave-style front brake disc, and twin mufflers that are shorter, lower and tucked in much closer to the bike's centre of mass, also contribute to the CRF250R's better than ever handling prowess.

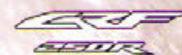
Superior chassis performance isn't the only requirement for quick lap times, of course - the engine has to be up to the task as well. So for 2015 the CRF250R gets the same industry-first Engine Mode Select (EMS) system as found on the CRF450R. EMS lets you modify fuel-injection and ignition mapping



COLOURS

EXTREME RED

QUICK SPECS



ENGINE TYPE

Liquid-cooled single-cylinder 4-stroke

DISPLACEMENT

249.4 cc

TRANSMISSION

Close-ratio five-speed

BRAKES

FRONT: 260 mm disc with dual-piston caliper
REAR: 240 mm disc

CURB WEIGHT

104.6 kg (231 lbs.)

FUEL CAPACITY


6.3 litres

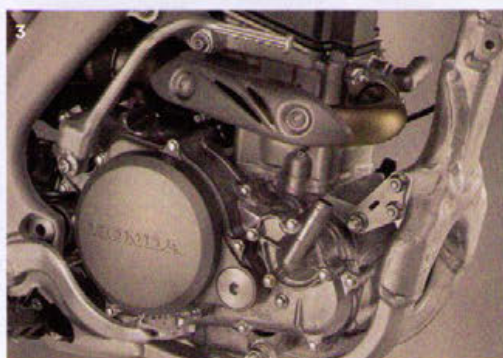
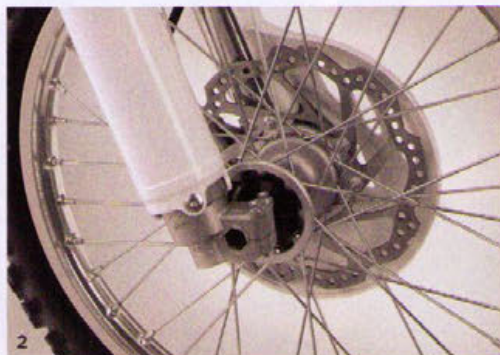
SEAT HEIGHT

951 mm (37.4 in.)

with the simple push of a handlebar-mounted button, or even create your own mapping by using the optional HRC tuning tool and your laptop. It's ideal for dialing in the best power curve for better starts, better drive out of corners, better

traction, or simply to better suit your riding style.

Better handling, and better power delivery. When you want better lap times, the Honda CRF250R is more than ever your best choice. 



- (1) Showa SFF Air Fork,
- (2) Front wave-style brake disc,
- (3) 249 cc Unicam Engine,
- (4) Engine Mode Select button



DID YOU KNOW

Honda Reached a 300 Million-Unit Milestone in Cumulative Global Motorcycle Production » On November 25, 2014, Honda Motor Co., Ltd. announced that Honda's cumulative worldwide motorcycle and ATV production reached the 300 million-unit milestone at its Kumamoto Factory, Honda's primary motorcycle production plant in Japan. This commemorative milestone was reached in September 2014 in the 66th year since Honda began motorcycle production in 1949 with the Dream Type-D.

JOIN THE RED


BRINGING THE JOY OF RIDING TO THE YOUNGEST GENERATION OF DIRT BIKE ENTHUSIASTS





Junior Red Riders

JUNIOR RED RIDERS IS DESIGNED for kids aged six to twelve and focuses on mentoring a whole new generation of riders. Providing a safe environment where youths can be taught the fundamentals of off-road riding, these events take place at Honda sponsored riding locations across Canada. Young riders will learn how to operate a dirt bike, learn the parts of a dirt bike, as well as learn all about trail safety, hand signals and what gear is required to have fun safely. Parents can drop their kids off, but most will love the chance to watch their young ones from the sidelines - watching them getting a feel for their bike, learning a little throttle control and how to use the gear shifter. Kids get really excited when they realize they are actually riding a dirt bike, and chances are - they won't want to stop once they get started. No previous experience is needed and bikes (the newest CRF 50 cc or CRF 110 cc), helmets, gloves and all other protective gear are supplied. Professional instructors are there to teach everything from off-road safety and riding skills, to peer interaction and

how to have the most fun possible. Of course Junior Red Riders has a strong focus on safety - but the instructors definitely know how to make sure the kids have a lot of fun at the same time. To sign your youth up for some fun and adventure visit: honda.ca/iwannaride to find a program in your area. If they can ride a two-wheel bike, kids can learn how to ride a dirt bike and will have a blast showing off their new skills and meeting new friends. 

Junior Red Riders has a strong focus on safety - but the instructors definitely know how to make sure the kids have a lot of fun at the same time.



BILL'S CYCLE

Honda

ROCK THE RED



FEATURING GYMKHANA

CANADIAN MOTORCYCLE ENTHUSIASTS are counting down the days to riding season. This year, bring the family and enjoy a fun-filled, action-packed day of motorcycles, thrilling competitions, and lots and lots of excitement. Back by popular demand, Honda's 4th annual Rock the Red event returns for yet another season, and with it come some fantastic opportunities to immerse your family in some genuine Honda fun.

With three venues across Canada, this free one-day event features a motorcycle gymkhana, where talented riders showcase their awesome riding skills on an obstacle course designed to challenge the best. Cheer your favourite rider as they put Honda motorcycles through their paces -

performing figure eights, 360° spins and other feats that showcase the agility of bike and rider, all under the pressure of beating the stopwatch. Afterwards, try out some of Honda's best offerings, from ATVs and side-by-sides, to a variety of power equipment - then check out Honda Power Equipment products with demonstrations designed to teach you more about generators, water pumps and lawn equipment. Visitors can also participate in closed course scooter demos.

Also at every Rock the Red event is the Junior Red Riders - designed for kids aged six to twelve - this program focuses on mentoring a whole new generation of riders. If they can ride a two-wheel bike, kids can learn how to ride a dirt bike and will have

a blast meeting new friends. No previous experience is needed and bikes, helmet, goggles, gloves and all other equipment are supplied. Professional instructors are there to teach off-road safety and riding skills and to make sure kids have a lot of fun at the same time.

Another popular spot at the event is Vendor Alley, where some of the best dealers offer a variety of products and services. From ride gear, accessories and food, to open road insurance and even motorcycle training schools and licensing, Vendor Alley is a must-visit.

If you attended last year's event you will probably remember that course marshals and gymkhana instructors, Yoshi Nakatani and Reagan Chong, came out to help new riders learn the course and offer helpful tips. They also lapped the Ontario regionals gymkhana course on Honda MSX125 Grom

motorcycles, and in British Columbia, Yoshi created a course with a circular pattern of cones aptly named The Vortex, which was a hit with riders and spectators alike. To find out what's in store for the upcoming 2015 Rock the Red event, and to find out which location is nearest to you, visit honda.ca/rockthered and get ready to rock. You'll have so much fun you might find yourself checking out other event dates around the country and packing up to catch a few more! 🏍️

ROCK THE RED EVENTS 2015

MAY 23

SURREY, BC
FRASER DOWNS
17755 - 60 AVENUE

MAY 30

BOUCHERVILLE, QC
1750 RUE EIFFEL

AUGUST 8

MARKHAM, ON
180 HONDA BOULEVARD



DAREDEVIL



Colton Facciotti #45

COLTON FACCIOTTI

4X CANADIAN NATIONAL CHAMPION

2014 CANADIAN NATIONAL MOTOCROSS MX1 CHAMPION



honda.ca



www.billscycle.ca 204-326-3683

2015 MODEL SPECIFICATIONS



	GOLD WING	GOLD WING (AIRBAG)	GOLD WING F6B	GOLD WING VALKYRIE	CTX700T
Engine type	Liquid-cooled horizontally opposed six-cylinder	Liquid-cooled horizontally opposed six-cylinder	Liquid-cooled horizontally opposed six-cylinder	Liquid-cooled horizontally opposed six-cylinder	Liquid-cooled, parallel twin with 55-degree slant angle, 270-degree phase crank
Displacement	1,832 cc	1,832 cc	1,832 cc	1,832 cc	670 cc
Bore & stroke	74 mm x 71 mm	74 mm x 71 mm	74 mm x 71 mm	74 mm x 71 mm	73 x 80mm
Compression ratio	9.8:1	9.8:1	9.8:1	9.8:1	10.7:1
Valve train	SOHC, 2 valves per cylinder	SOHC, 2 valves per cylinder	SOHC, 2 valves per cylinder	SOHC, 2 valves per cylinder	Chain driven, SOHC, 4 valves per cylinder
Fuel delivery	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Transmission	Five-speed including overdrive, plus electric reverse	Five-speed including overdrive, plus electric reverse	Five-speed including overdrive	Five-speed including overdrive	Six-speed
Final drive	Shaft	Shaft	Shaft	Shaft	O-ring sealed Chain
Front suspension	45 mm cartridge fork with anti-dive system; 122 mm (4.8 in.) travel	45 mm cartridge fork with anti-dive system; 122 mm (4.8 in.) travel	45 mm cartridge fork with anti-dive system; 122 mm (4.8 in.) travel	45 mm cartridge fork with anti-dive system; 121 mm (4.8 in.) travel	41 mm telescopic fork; 107 mm (4.2 in.) travel
Rear suspension	Pro-Arm single-sided swingarm with Pro-Link single shock with computer-controlled spring preload adjustment and two memory presets; 105 mm (4.1 in.) travel	Pro-Arm single-sided swingarm with Pro-Link single shock with computer-controlled spring preload adjustment and two memory presets; 105 mm (4.1 in.) travel	Pro-Arm single-sided swingarm with Pro-Link single shock with 105 mm (4.1 in.) travel	Pro-Arm single-sided swingarm with Pro-Link rear single shock with hydraulic spring preload; 105 mm (4.1 in.) travel	Pro-Link single shock; 100 mm (4.3 in.) travel
Tires	Front: 130/70R-18 radial Rear: 180/60R-16 radial	Front: 130/70R-18 radial Rear: 180/60R-16 radial	Front: 130/70R-18 radial Rear: 180/60R-16 radial	Front: 130/60R-19 radial Rear: 180/55R-17 radial	Front: 120/70ZR-17 radial Rear: 160/60ZR-17 radial
Brakes	Front: 296 mm discs with three-piston calipers Rear: single 316 mm disc with three-piston caliper. Dual-Combined Braking System with ABS	Front: 296 mm discs with three-piston calipers Rear: single 316 mm disc with three-piston caliper. Dual-Combined Braking System with ABS	Front: 296 mm discs with three-piston calipers Rear: single 316 mm disc with three-piston caliper. Dual-Combined Braking System with ABS	Front: 310 mm discs with four-piston calipers Rear: single 316 mm disc with two-piston caliper with ABS	Front: 320 mm single wavy hydraulic disc with 3-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper. Combined Braking System with ABS
Seat height	740 mm (29.1 in.)	740 mm (29.1 in.)	725 mm (28.5 in.)	735 mm (28.9 in.)	720 mm (28.4 in.)
Wheelbase	1,690 mm (66.5 in.)	1,690 mm (66.5 in.)	1,690 mm (66.5 in.)	1,705 mm (67.2 in.)	1,530 mm (60.2 in.)
Curb weight	417 kg (919 lbs.) including required fluids and full tank of gas - ready to ride	423 kg (933 lbs.) including required fluids and full tank of gas - ready to ride	390 kg (851 lbs.) including required fluids and full tank of gas - ready to ride	343 kg (756 lbs.) including required fluids and full tank of gas - ready to ride	226 kg (498 lbs.)
Fuel capacity	25 litres	25 litres	25 litres	22.9 litres	12.4 litres
Colour(s)	Candy Prominence Red (SE model only), Pearl Glare White, Digital Silver Metallic	Candy Prominence Red (SE model only), Pearl Glare White	Matte Bullet Silver, Atmosphere Blue Metallic	Graphite Black, Candy Prominence Red	Ion Blue Metallic



	FURY	STATELINE	SHADOW AERO	SHADOW PHANTOM	NM4
Engine type	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin	Liquid-cooled, parallel twin with 55-degree slant angle, 270-degree phase crank
Displacement	1,312 cc	1,312 cc	745 cc	745 cc	745 cc
Bore & stroke	89.5 mm x 104.3 mm	89.5 mm x 104.3 mm	79 mm x 76 mm	79 mm x 76 mm	77 x 80 mm
Compression ratio	9.2:1	9.2:1	9.6:1	9.6:1	10.7:1
Valve train	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder	Chain driven, SOHC, 4 valves per cylinder
Fuel delivery	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Transmission	Five-speed	Five-speed	Wide-ratio five-speed	Wide-ratio five-speed	Dual Clutch Transmission with two automatic shift modes and a manual shift mode
Final drive	Shaft	Shaft	Shaft	Shaft	520 O-ring sealed chain
Front suspension	45 mm fork; 102 mm (4 in.) travel	41 mm fork; 102 mm (4 in.) travel	41 mm fork; 117 mm (4.6 in.) travel	41 mm fork; 117 mm (4.6 in.) travel	41 mm telescopic fork; 100 mm (3.9 in.) travel
Rear suspension	Single shock with adjustable rebound damping and six-position spring preload adjustment; 95 mm (3.7 in.) travel	Single shock; 100 mm (3.9 in.) travel	Dual shocks with spring preload adjustment; 90 mm (3.5 in.) travel	Dual shocks with spring preload adjustment; 90 mm (3.5 in.) travel	Single shock, Pro-Link swingarm; 100 mm (3.9 in.) travel
Tires	Front: 90/90-21 Rear: 200/50R-18	Front: 140/80-17 Rear: 170/80-15	Front: 120/90-17 Rear: 160/80-15	Front: 120/90-17 Rear: 160/80-15	Front: 120/70ZR-17 radial Rear: 200/50ZR-17 radial
Brakes	Front: single 336 mm disc with triple-piston caliper Rear: 296 mm disc with dual-piston caliper. Combined Braking System with ABS	Front: single 336 mm disc with triple-piston caliper Rear: 296 mm disc with dual-piston caliper. Combined Braking System with ABS	Front: single 296 mm disc with triple-piston caliper Rear: 276 mm disc with single-piston caliper	Front: single 296 mm disc with dual-piston caliper Rear: drum	Front: 320 mm single wavy hydraulic disc with dual-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper with ABS
Seat height	685 mm (27 in.)	680 mm (26.8 in.)	660 mm (26 in.)	655 mm (25.8 in.)	650 mm (25.6 in.)
Wheelbase	1,805 mm (71.1 in.)	1,785 mm (70.3 in.)	1,640 mm (64.6 in.)	1,640 mm (64.6 in.)	1,645 mm (64.8 in.)
Curb weight	308 kg (679 lbs.) including required fluids and full tank of gas - ready to ride	311 kg (686 lbs.) including required fluids and full tank of gas - ready to ride	257 kg (567 lbs.) including required fluids and full tank of gas - ready to ride	249 kg (549 lbs.) including required fluids and full tank of gas - ready to ride	255 kg (562 lbs.) including required fluids and full tank of gas - ready to ride
Fuel capacity	12.8 litres	16.5 litres	14.5 litres	14 litres	11.6 litres
Colour(s)	Graphite Black	Atmosphere Blue Metallic	Candy Prominence Red	Digital Silver Metallic	Matte Ballistic Black



	CBR1000RR	CBR1000RR SP	VFR800F	CBR600RR	CBR600RR (ABS)
Engine type	Liquid-cooled inline four cylinder	Liquid-cooled inline four cylinder	Liquid-cooled 90-degree V-4	Liquid-cooled inline four cylinder	Liquid-cooled inline four cylinder
Displacement	999 cc	999.8 cc	762 cc	599 cc	599 cc
Bore & stroke	76 mm x 55.1 mm	76 mm x 55.1 mm	72 mm x 48 mm	67 mm x 42.5 mm	67 mm x 42.5 mm
Compression ratio	12.3:1	12.3:1	11.8:1	12.2:1	12.2:1
Valve train	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC with VTEC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder
Fuel delivery	Dual Stage Fuel Injection	Dual Stage Fuel Injection	PGM-FI electronic fuel injection	Dual Stage Fuel Injection	Dual Stage Fuel Injection
Transmission	Close-ratio Six-speed	Close-ratio Six-speed	Six-speed	Close-ratio Six-speed	Close-ratio Six-speed
Final drive	#530 O-ring-sealed chain	#530 O-ring-sealed chain	#525 O-ring-sealed chain	#525 O-ring-sealed chain	#525 O-ring-sealed chain
Front suspension	43 mm inverted Big Piston Fork with full adjustability; 110 mm (4.3 in.) travel	Fully adjustable 43 mm inverted Ohlins forks; 110 mm (4.3 in.) travel	43 mm HMAS cartridge fork with stepless spring preload adjustability; 108 mm (4.3 in.) travel	41 mm inverted Big Piston Fork with full adjustability; 110 mm (4.3 in.) travel	41 mm inverted Big Piston Fork with full adjustability; 110 mm (4.3 in.) travel
Rear suspension	Unit Pro-Link HMAS single shock with full adjustability; 138 mm (5.4 in.) travel	Unit Pro-Link Ohlins shock; Fully adjustable; 134 mm (5.3 in.) travel	Pro-Link HMAS single shock with spring preload and rebound damping adjustability; 120 mm (4.7 in.) travel	Unit Pro-Link HMAS single shock with full adjustability; 129 mm (5.1 in.) travel	Unit Pro-Link HMAS single shock with full adjustability; 129 mm (5.1 in.) travel
Tires	Front: 120/70ZR-17 radial Rear: 180/50ZR-17 radial	Front: 120/70ZR-17 radial Pirelli Supercorsa SP Rear: 190/50ZR-17 radial Pirelli Supercorsa SP	Front: 120/70ZR-17 Rear: 180/55ZR-17	Front: 120/70ZR-17 radial Rear: 180/55ZR-17 radial	Front: 120/70ZR-17 radial Rear: 180/55ZR-17 radial
Brakes	Front: dual 320 mm discs with radial-mounted four-piston calipers Rear: 220 mm disc with single-piston caliper. Electronically Controlled Combined ABS	Brembo four-piston mono block calipers	Front: dual 310 mm floating discs with radial four-piston caliper Rear: 256 mm disc with dual-piston caliper with ABS	Front: dual 310 mm discs with radial-mounted four-piston calipers Rear: 220 mm disc with single-piston caliper	Front: dual 310 mm discs with radial-mounted four-piston calipers Rear: 220 mm disc with single-piston caliper. Electronically Controlled Combined ABS
Seat height	820 mm (32.3 in.)	820 mm (32.3 in.)	789 mm/810 mm adjustable (31/31.9 in.)	820 mm (32.3 in.)	820 mm (32.3 in.)
Wheelbase	1,410 mm (55.5 in.)	1,410 mm (55.5 in.)	1,460 mm (57.5 in.)	1,370 mm (53.9 in.)	1,370 mm (53.9 in.)
Curb weight	210 kg (463 lbs.) including required fluids and full tank of gas - ready to ride	199 kg (439 lbs.) including required fluids and full tank of gas - ready to ride	242 kg (534 lbs.) including required fluids and full tank of gas - ready to ride	186 kg (410 lbs.) including required fluids and full tank of gas - ready to ride	196 kg (432 lbs.) including required fluids and full tank of gas - ready to ride
Fuel capacity	17.5 litres	17.5 litres	21.2 litres	18 litres	18 litres
Colour(s)	Victory Red	Vibrant Orange (REPSOL)	Victory Red, Pearl Glare White	Graphite Black	(Gloss White) Tricolour



	NC750X	CBR650F	CBR500R (ABS)	CBR500R	CB500F
Engine type	Liquid-cooled, parallel twin with 55-degree slant angle, 270-degree phase crank	Liquid-cooled inline four cylinder	Liquid-cooled, parallel twin	Liquid-cooled, parallel twin	Liquid-cooled, parallel twin
Displacement	745 cc	649 cc	471 cc	471 cc	471 cc
Bore & stroke	77 x 80 mm	67 x 46 mm	67 x 66.8 mm	67 x 66.8 mm	67 x 66.8 mm
Compression ratio	10.7:1	11.4:1	10.7:1	10.7:1	10.7:1
Valve train	Chain driven, SOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder
Fuel delivery	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Transmission	Six-speed	Six-speed	Six-speed	Six-speed	Six-speed
Final drive	#520 O-ring-sealed chain	#525 O-ring-sealed chain	#520 O-ring-sealed chain	#520 O-ring-sealed chain	#520 O-ring-sealed chain
Front suspension	Pro-Link single shock swingarm; 150 mm (5.9 in.) travel	Monoshock damper with adjustable preload; 128 mm (5.0 in.) travel	Pro-Link single shock with spring preload adjustment; 119 mm (4.7 in.) travel	Pro-Link single shock with spring preload adjustment; 119 mm (4.7 in.) travel	Pro-Link single shock with spring preload adjustment; 119 mm (4.7 in.) travel
Rear suspension	Pro-Link single shock swingarm; 150 mm (5.9 in.) travel	Monoshock damper with adjustable preload; 128 mm (5.0 in.) travel	Pro-Link single shock with spring preload adjustment; 119 mm (4.7 in.) travel	Pro-Link single shock with spring preload adjustment; 119 mm (4.7 in.) travel	Pro-Link single shock with spring preload adjustment; 119 mm (4.7 in.) travel
Tires	Front: 120/70ZR-17 radial Rear: 160/60ZR-17 radial	Front: 120/70ZR-17 Rear: 180/55ZR-17	Front: 120/70ZR-17 Rear: 160/60ZR-17	Front: 120/70ZR-17 Rear: 160/60ZR-17	Front: 120/70ZR-17 Rear: 160/60ZR-17
Brakes	Front: 320 mm single wavy hydraulic disc with dual-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper with ABS	Front: dual 320 mm discs with dual-piston calipers Rear: 240 mm disc with single-piston caliper with ABS	Front: 320 mm single wavy hydraulic disc with dual-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper with ABS	Front: 320 mm single wavy hydraulic disc with dual-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper	Front: 320 mm single wavy hydraulic disc with dual-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper with ABS
Seat height	840 mm (33.1 in.)	810 mm (31.9 in.)	785 mm (30.9 in.)	785 mm (30.9 in.)	785 mm (30.9 in.)
Wheelbase	1,540 mm (60.6 in.)	1,450 mm (57 in.)	1,400 mm (55.5 in.)	1,400 mm (55.5 in.)	1,400 mm (55.5 in.)
Curb weight	220 kg (485 lbs.) including required fluids and full tank of gas - ready to ride	211 kg (464 lbs.) including required fluids and full tank of gas - ready to ride	194 kg (428 lbs.) including required fluids and full tank of gas - ready to ride	192 kg (423 lbs.) including required fluids and full tank of gas - ready to ride	192 kg (423 lbs.) including required fluids and full tank of gas - ready to ride
Fuel capacity	14.1 litres	17.3 litres	15.7 litres	15.7 litres	15.7 litres
Colour(s)	Sword Silver Metallic	Sword Silver Metallic, Candy Tahitian Blue	Seal Silver Metallic, Millennium Red	Seal Silver Metallic, Millennium Red	Matte Gunpowder Black Metallic

2015 MODEL SPECIFICATIONS



	CB500X	CBR300R (ABS)	CBR300R	CB300F	GROM
Engine type	Liquid-cooled, parallel twin	Liquid-cooled, single cylinder	Liquid-cooled, single cylinder	Liquid-cooled, single cylinder	Liquid-cooled, single cylinder
Displacement	471 cc	286 cc	286 cc	286 cc	125 cc
Bore & stroke	67 x 66.8 mm	76 mm x 63 mm	76 mm x 63 mm	76 mm x 63 mm	52.1 x 57.9 mm
Compression ratio	10.7:1	10.7:1	10.7:1	10.7:1	9.3:1
Valve train	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven SOHC, 2 valves per cylinder
Fuel delivery	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Transmission	Six-speed	Six-speed	Six-speed	Six-speed	Four-speed
Final drive	#520 O-ring-sealed chain	#520 O-ring-sealed chain	#520 O-ring-sealed chain	#520 O-ring-sealed chain	#420 O-ring-sealed chain
Front suspension	41 mm telescopic fork, 125 mm (4.9 in.) travel	37 mm telescopic fork, 118 mm (4.6 in.) travel	37 mm telescopic fork, 118 mm (4.6 in.) travel	37 mm telescopic fork, 118 mm (4.6 in.) travel	31mm inverted fork, 100 mm (3.9 in.) travel
Tires	Front: 120/70ZR-17 Rear: 160/60ZR-17	Front: 110/70-17 Rear: 140/70-17	Front: 110/70-17 Rear: 140/70-17	Front: 110/70-17 Rear: 140/70-17	Front: 120/70-12 Rear: 130/70-12
Brakes	Front: 320 mm single wavy hydraulic disc with dual-piston caliper Rear: 240 mm single wavy hydraulic disc with single-piston caliper with ABS	Front: 296 mm disc with dual-piston caliper Rear: 220 mm disc with single-piston caliper with 2-channel ABS	Front: 296 mm disc with dual-piston caliper Rear: 220 mm disc with single-piston caliper	Front: 296 mm disc with dual-piston caliper Rear: 220 mm disc with single-piston caliper with 2-channel ABS	Front: Single 220mm disc with hydraulic dual-piston caliper Rear: Single 190mm disc with hydraulic single piston caliper
Seat height	810 mm (31.9 in.)	785 mm (30.9 in.)	785 mm (30.9 in.)	785 mm (30.9 in.)	765 mm (30.1 in.)
Wheelbase	1,420 mm (55.9 in.)	1,380 mm (54.3 in.)	1,380 mm (54.3 in.)	1,380 mm (54.3 in.)	1200 mm (47.2 in.)
Curb weight	194 kg (428 lbs.) including required fluids and full tank of gas - ready to ride	165 kg (364 lbs.) including required fluids and full tank of gas - ready to ride	162 kg (357 lbs.) including required fluids and full tank of gas - ready to ride	161 kg (355 lbs.) including required fluids and full tank of gas - ready to ride	102 kg (225 lbs.) including required fluids and full tank of gas - ready to ride
Fuel capacity	17.3 litres	13 litres	13 litres	13 litres	5.5 litres
Colour(s)	Pearl White	Tricolour (RTA model), Millennium Red, Matte Gunpowder Black Metallic (SE version)	Millennium Red	Pearl Metalloid White	2015 Model: Mangold Yellow, Pearl Himalayas White 2014 Model: Pearl Red, Metallic Black



	FORZA	PCX150	GIORNO	RUCKUS	XR650L
Engine type	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke	Air-cooled single-cylinder	Liquid-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke
Displacement	279 cc	153 cc	49.4 cc	49.4 cc	644 cc
Bore & stroke	72 mm x 68.6 mm	58.0 mm x 57.9 mm	37.8 mm x 44 mm	37.8 mm x 44 mm	100 mm x 82 mm
Compression ratio	10.5:1	10.6:1	10.1:1	11.9:1	8.3:1
Valve train	SOHC, 4 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, RVC, 4 valves
Fuel delivery	PGM-FI electronic fuel injection	PGM-FI with automatic enrichment	PGM-FI with automatic enrichment	18 mm CV with auto choke	Single 42.5 mm CV carb
Transmission	Honda V-Matic Automatic	Honda V-Matic Automatic	Automatic V-Matic	Automatic V-Matic	Five-speed with manual clutch
Final drive	Belt	Belt	Belt	Belt	#520 O-ring-sealed chain; 15T/45T
Front suspension	35 mm fork; 95 mm (3.7 in.) travel	31 mm fork; 100 mm (3.9 in.) travel	Twin downtube fork; 54 mm (2.1 in.) travel	Twin downtube fork; 55 mm (2.2 in.) travel	45 mm Showa cartridge fork with compression damping adjustment; 260 mm (10.2 in.) travel
Rear suspension	Single shock; 98 mm (3.9 in.) travel	Twin shock; 76 mm (3.0 in.) travel	Single shock; 58 mm (2.3 in.) travel	Single shock; 65 mm (2.6 in.) travel	Pro-Link Showa single shock with spring preload, compression and rebound damping adjustment; 280 mm (11 in.) travel
Tires	Front: 120/70-14 Rear: 140/70-13	Front: 90/90-14 Rear: 100/90-14	Front: 80/100-10 Rear: 80/100-10	Front: 120/90-10 Rear: 130/90-10	Front: 3.00-21 Rear: 4.60-18
Brakes	Front: 256 mm single hydraulic disc with dual-piston caliper Rear: 240 mm single hydraulic disc with single-piston caliper with ABS	Front: 220 mm single disc with three-piston caliper Rear: 130 mm rear drum with CBS	Front: drum Rear: drum with CBS	Front: drum Rear: drum	Front: 255 mm disc with dual-piston caliper Rear: 220 mm disc with single-piston caliper
Seat height					940 mm (37 in.)
Wheelbase	1,546 mm (60.9 in.)	1,315 mm (51.8 in.)	1,380 mm (46.5 in.)	1,265 mm (49.8 in.)	1,455 mm (57.3 in.)
Curb weight	194 kg (428 lbs.) including required fluids and full tank of gas - ready to ride	132 kg (291 lbs.) including required fluids and full tank of gas - ready to ride	81 kg (178 lbs.) including required fluids and full tank of gas - ready to ride	88 kg (194 lbs.) including required fluids and full tank of gas - ready to ride	158 kg (348 lbs.) including required fluids and full tank of gas - ready to ride
Fuel capacity	11.5 litres	8 litres	4.6 litres	5 litres	10.5 litres, including 2.8-litre reserve
Colour(s)	Seal Silver Metallic, Pure Red	Candy Noble Red, Bright Bronze Metallic	Spica Pink & Pearl Cotton Ivory, Candy Blaze Orange & Pearl Procyon Black, Pearl Gemini Blue & Pearl Procyon Black	Graphite Black, Shasta White (w/ red seat)	Fighting Red



	CRF250L	CRF230F	CRF150F	CRF125FB (BIG WHEEL)	CRF125F
Engine type	Liquid-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke
Displacement	249 cc	223 cc	149 cc	125 cc	125 cc
Bore & stroke	76 mm x 55 mm	65.5 mm x 66.2 mm	57.3 mm x 57.8 mm	52.4 mm x 52.9 mm	52.4 mm x 52.9 mm
Compression ratio	10.7:1	9.0:1	9.5:1	9.0:1	9.0:1
Valve train	Chain-driven DOHC, 4 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves
Fuel delivery	PGM-FI electronic fuel injection with 36 mm throttle body	Single 28 mm piston-valve carb	Single 22 mm piston-valve carb	Single 20 mm piston-valve carb	Single 20 mm piston-valve carb
Transmission	Six-speed with manual clutch	Six-speed with manual clutch	Five-speed with manual clutch	Four-speed with manual clutch	Four-speed with manual clutch
Final drive	#520 0-ring-sealed chain; 141/40T	#520 0-ring-sealed chain; 131/50T	#520 0-ring-sealed chain; 131/47T	#428 chain; 131/49T	#428 chain; 131/46T
Front suspension	43 mm Showa inverted fork with 222 mm (8.7 in.) travel	37 mm leading-axis Showa fork; 216 mm (8.5 in.) travel	35 mm leading-axis Showa fork; 207 mm (8.1 in.) travel	31 mm leading-axis Showa fork; 133 mm (5.2 in.) travel	31 mm leading-axis Showa fork; 124 mm (4.9 in.) travel
Rear suspension	Pro-Link Showa single shock with spring preload adjustment; 240 mm (9.4 in.) travel	Pro-Link Showa single shock with spring preload adjustment; 230 mm (9.1 in.) travel	Pro-Link Showa single shock; 227 mm (8.9 in.) travel	Pro-Link Showa single shock; 150 mm (5.9 in.) travel	Pro-Link Showa single shock; 114 mm (4.5 in.) travel
Tires	Front: 3.00 - 21 Rear: 120/80 - 18	Front: 80/100 - 21 Rear: 100/100 - 18	Front: 70/100 - 19 Rear: 90/100 - 16	Front: 70/100 - 19 Rear: 90/100 - 16	Front: 70/100 - 17 Rear: 90/100 - 14
Brakes	Front: 256 mm disc with dual-piston caliper Rear: 220 mm disc with single-piston caliper	Front: 240 mm disc with dual-piston caliper Rear: drum	Front: 240 mm disc with dual-piston caliper Rear: drum	Front: 220 mm front disc Rear: drum	Front: 220 mm front disc Rear: drum
Ground clearance	255 mm (10 in.)	305 mm (12 in.)	257 mm (10.1 in.)	265 mm (10.4 in.)	215 mm (8.5 in.)
Seat height	875 mm (34.4 in.)	878 mm (34.6 in.)	832 mm (32.8 in.)	785 mm (30.9 in.)	735 mm (28.9 in.)
Wheelbase	1,445 mm (56.9 in.)	1,372 mm (54 in.)	1,328 mm (52.3 in.)	1,255 mm (49.4 in.)	1,220 mm (48 in.)
Curb weight	145 kg (320 lbs.) including required fluids and full tank of gas - ready to ride	113 kg (249 lbs.) including required fluids and full tank of gas - ready to ride	106 kg (234 lbs.) including required fluids and full tank of gas - ready to ride	88 kg (194 lbs.) including required fluids and full tank of gas - ready to ride	87 kg (192 lbs.) including required fluids and full tank of gas - ready to ride
Fuel capacity	22 litres	7 litres, including 1.6-litre reserve	7.2 litres, including 1.6-litre reserve	4.3 litres, including 0.9-litre reserve	4.3 litres, including 0.9-litre reserve
Colour	Extreme Red	Extreme Red	Extreme Red	Extreme Red	Extreme Red



	CRF110F	CRF50F	CRF450R	CRF250R	CRF150R
Engine type	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke
Displacement	109 cc	49 cc	449.7 cc	249.4 cc	149.7 cc
Bore & stroke	50 mm x 55.6 mm	39 mm x 41.4 mm	96 mm x 62.1 mm	75.8 mm x 53.8 mm	66 mm x 43.7 mm
Compression ratio	9.0:1	10.0:1	12.5:1	13.5:1	11.7:1
Valve train	SOHC, 2 valves	SOHC, 2 valves	Unicam, 4 valves	Unicam, 4 valves	Unicam, 4 valves
Fuel delivery	Single 15 mm piston-valve carb	Single 13 mm piston-valve carb	PGM-FI electronic fuel injection with 46 mm throttle body	PGM-FI electronic fuel injection with 46 mm throttle body	Kohlin 32 mm flat-slide carb with throttle position sensor
Transmission	Four-speed with automatic clutch	Three-speed with automatic clutch	Close-ratio five-speed	Close-ratio five-speed	Close-ratio five-speed
Final drive	#420 chain; 141/38T	#420 chain; 141/37T	#520 0-ring-sealed chain; 131/48T	#520 0-ring-sealed chain; 131/49T	#420 0-ring-sealed chain; 131/56T
Front suspension	31 mm leading-axis Showa fork; 90 mm (3.5 in.) travel	Inverted telescopic fork; 87 mm (3.4 in.) travel	48 mm inverted KYB PSP® (Pneumatic Spring Fork) with air-adjustable spring rate, and rebound / compression-damping adjustability; 310 mm (12.2 in.) travel	49 mm inverted Showa SFF-Air fork with 16-position rebound and 16-position compression damping adjustability; 310 mm (12.2 in.) travel	37 mm fully adjustable inverted Showa cartridge fork; 275 mm (10.8 in.) travel
Rear suspension	Pro-Link Showa single shock; 87 mm (3.4 in.) travel	Single shock; 70 mm (2.8 in.) travel	Pro-Link® KYB single shock with adjustable spring preload, rebound damping adjustability, and compression damping adjustment separated into low-speed and high-speed; 315 mm (12.4 in.) travel	Pro-Link Showa single shock with spring preload, 17-position rebound damping adjustment, and compression damping adjustment separated into low-speed (13 positions) and high-speed (3.5 turns); 313 mm (12.3 in.) travel	Pro-Link fully adjustable Showa single shock; 282 mm (11.1 in.) travel
Tires	Front: 70/100 - 14 Rear: 80/100 - 12	Front: 2.50 - 10 Rear: 2.50 - 10	Front: 80/100 - 21 Rear: 120/80 - 19	Front: 80/100 - 21 Rear: 100/90 - 19	Front: 70/100 - 19 Rear: 90/100 - 16
Brakes	Front: 240 mm disc with dual-piston caliper Rear: drum	Front: 220 mm front disc Rear: drum	Front: 260 mm disc with dual-piston caliper Rear: 240 mm disc	Front: 260 mm disc with dual-piston caliper Rear: 240 mm disc	Front: 220 mm disc with dual-piston caliper Rear: 190 mm disc
Ground clearance	175 mm (6.9 in.)	152 mm (6.0 in.)	330 mm (13 in.)	322 mm (12.7 in.)	336 mm (13.2 in.)
Seat height	667 mm (26.3 in.)	548 mm (21.6 in.)	953 mm (37.5 in.)	951 mm (37.4 in.)	865 mm (34.1 in.)
Wheelbase	1,065 mm (41.9 in.)	911 mm (35.9 in.)	1,492 mm (58.7 in.)	1,489 mm (58.6 in.)	1,285 mm (50.6 in.)
Curb weight	74 kg (163 lbs.) including required fluids and full tank of gas - ready to ride	50 kg (111 lbs.) including required fluids and full tank of gas - ready to ride	110 kg (242.7 lbs.) including required fluids and full tank of gas - ready to ride	104.6 kg (231 lbs.) including required fluids and full tank of gas - ready to ride	85 kg (187 lbs.) including required fluids and full tank of gas - ready to ride
Fuel capacity	4.0 litres, including 1.0-litre reserve	2.6 litres, including 0.7-litre reserve	6.3 litres	6.3 litres	4.3 litres
Colour	Extreme Red	Extreme Red	Extreme Red	Extreme Red	Extreme Red

2015 MODEL SPECIFICATIONS



	CRF450X	CRF250X	(2014) CTX700N	(2014) CTX1300T
Engine type	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled parallel-twin	Liquid-cooled 90-degree V-4
Displacement	449 cc	249 cc	670 cc	1,261 cc
Bore & stroke	96 mm x 62.1 mm	78 mm x 52.2 mm	73 mm x 60 mm	78 mm x 66 mm
Compression ratio	12.0:1	12.9:1	10.7:1	10:1
Valve train	Unicam, 4 valves	Unicam, 4 valves	SOHC, four valves per cylinder	Chain-driven DOHC, 4 valves per cylinder
Fuel delivery	Keihin 40 mm flat-slide carb with throttle position sensor	Keihin 37 mm flat-slide carb with throttle position sensor	PGM-FI with 36 mm throttle body	PGM-FI electronic fuel injection
Transmission	Wide-ratio five-speed	Wide-ratio five-speed	Six-speed	Five-speed
Final drive	#520 T-ring-sealed chain; 13T/51T	#520 T-ring-sealed chain; 14T/53T	Chain	Shaft
Front suspension	47 mm inverted Showa cartridge fork with 16-position rebound and 16-position compression damping adjustment; 315 mm (12.4 in.) travel	47 mm inverted Showa cartridge fork with 16-position rebound and 16-position compression damping adjustment; 315 mm (12.4 in.) travel	41 mm front fork; 107 mm (4.2 in.) travel	45 mm inverted fork
Rear suspension	Pro-Link Showa single shock with adjustable spring preload, 17-position rebound damping adjustment, and compression damping adjustment separated into low-speed (13 positions) and high-speed (3.5 turns); 313 mm (12.3 in.) travel	Pro-Link Showa single shock with adjustable spring preload, 17-position rebound damping adjustment, and compression damping adjustment separated into low-speed (13 positions) and high-speed (3.5 turns); 313 mm (12.3 in.) travel	Pro-Link rear suspension system; 109 mm (4.3 in.) travel	Aluminum swingarm with twin shocks featuring spring preload adjustment
Tires	Front: 80/100 - 21 Rear: 110/100 - 18	Front: 80/100 - 21 Rear: 100/100 - 18	Front: 120/70-17 Rear: 160/60-17	150/70R - 18 radial front; 200/50R - 17 radial rear
Brakes	Front: 240 mm disc with dual-piston caliper Rear: 240 mm disc	Front: 240 mm disc with dual-piston caliper Rear: 240 mm disc	Front: Single 320 mm disc with twin-piston caliper Rear: Single 240 mm disc with single-piston caliper	Front dual 310 mm discs with triple-piston calipers; rear 316 mm disc with triple-piston caliper. Dual-Combined Braking System with ABS
Ground clearance	346 mm (13.6 in.)	346 mm (13.6 in.)		
Seat height	963 mm (37.9 in.)	958 mm (37.7 in.)	719 mm (28.3 in.)	725 mm (28.5 in.)
Wheelbase	1,480 mm (58.3 in.)	1,480 mm (58.3 in.)	1,529 mm (60.2 in.)	1,640 mm (64.6 in.)
Curb weight	122 kg (269 lbs.) including required fluids and full tank of gas - ready to ride	115 kg (254 lbs.) including required fluids and full tank of gas - ready to ride	219 kg (483 lbs) including required fluids and full tank of gas - ready to ride	331.8 kg (731 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	7.2 litres, including 1.6-litre reserve	7.3 litres, including 1.6-litre reserve	12 litres	19.5 litres
Colour	Extreme Red	Extreme Red	Graphite Black	Candy Prominence Red, Grey Blue Metallic

Riding a motorcycle, ATV or side-by-side can be hazardous. Your safety always wears a helmet, eye protection and proper clothing whenever you ride. Never ride under the influence of drugs or alcohol. Never engage in stunt riding. Inspect your vehicle before riding, read your owner's manual, and Honda recommends that all riders take a rider training course. Always obey local laws, use common sense and respect the rights of others when you ride. Whenever you ride off-road, always obtain written permission before riding on private land. If your riding area is on a paved surface, never engage in stunt riding. Avoid excessive speeds, and be particularly careful on dirt terrain. Remember, the TORQUE is recommended only for highly experienced riders 16 years of age and older. The TI is recommended only for riders 10 years of age and older; riders younger than 16 years of age must be supervised by knowledgeable adult. All other ATV models shown are recommended only for riders 16 years of age and older. Required younger riders vary by jurisdiction; consult your local authority for more information.

Make sure you have the proper licence when riding a motorcycle on public roads and obtain written permission riding on private land. Never use the street as a racetrack. When riding an ATV, never ride on paved surfaces or roads. Never carry passengers, and never engage in stunt riding. Avoid excessive speeds, and be particularly careful on dirt terrain. Remember, the TORQUE is recommended only for highly experienced riders 16 years of age and older. The TI is recommended only for riders 10 years of age and older; riders younger than 16 years of age must be supervised by knowledgeable adult. All other ATV models shown are recommended only for riders 16 years of age and older. Required younger riders vary by jurisdiction; consult your local authority for more information.

The Honda Pioneer 500/700/700-4 side-by-sides are recommended for riders 16 years of age and older, and an off-road use only.

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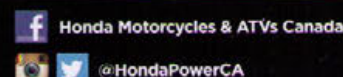
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